

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1045—Vol. XXV.]

LONDON, SATURDAY, SEPTEMBER 1, 1855.

{ STAMPED SIXPENCE.
UNSTAMPED FIVEPENCE.

THE MINING EXCHANGE OF LONDON.

GRESHAM HOUSE, OLD BROAD STREET.

The following are the MEMBERS who have SUBSCRIBED to the RULES:—

COMMITTEE.		
J. Y. WATSON, F.G.S.—CHAIRMAN (Firm of Watson and Cuell).	T. P. THOMAS.	
W. B. BAUDEN.	W. H. CUELL.	CHAS. POWELL.
H. B. EYE.		
P. B. Batten.	E. Gompers.	G. Moore.
W. Birdsey.	Jehu Hitchens.	W. L. Oliver.
J. B. Brechley.	G. Kieckhefer.	T. Painter.
T. Bannan.	Jas. Lane.	H. Peet.
J. F. Boddy.	B. Lambert.	J. B. Pike.
F. E. Blyth.	C. Martin.	J. J. Reynolds, jun.
E. Cooke.	Wm. Michell.	G. F. Smith.
Perival Clay.	J. H. Murehison, F.G.S.	George Spratley.
W. C. Foulkes.	Adam Murray, F.G.S.	P. Watson.

By order of the Committee, N. F. WATSON, Hon. Sec.

MR. JAMES CROFTS, MINING BROKER,

No. 1, FINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS,

IN BUYING AND SELLING, for immediate cash.

DIVIDEND MINES, well selected, are the best of any known investments—paying from 15 to 30 per cent. per annum in dividends. The choice of NON-DIVIDEND MINES for speculation requires careful discrimination.

Mr. Crofts is a BUYER of the following:—Alfred Consols, Devon Burra Burra, Redford United, South Tamar, Wh. Wrey, Wh. Franco, Okel Tor, Sortridge Consols, Trelawny, Tavy Consols, Great Wheel Alfred, Trefusis, North Basset, West Basset, Lanthorne, East Caradon, East Buller (20 shares).

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, is

prepared to TRANSACT BUSINESS in the following SHARES:—

Devon Great Consols.	West Sortridge.	West Crinnis.
Wheel Kitty (Leland).	Bedford Consols.	Okel Tor.
Wheel Kitty (St. Agnes).	Tavy Consols.	Great Hwas.
Trelawny.	Rosewarne.	West Providence.
Sortridge.	North Rosewarne.	West Frances.
Mary Ann.	Great Crinnis.	Trewhetha.
Wheel Hender.	South Tamar.	Trewhetha.

MR. JAMES B. BRECHLEY has FOR SALE SHARES in the

following MINES, paying dividends two and three monthly; and upon some of which the dividends are about to be declared. Mr. Brechley begs to call the attention of those seeking investments to the large interest derivable from this class of security, as well as to the absence of liability:—

10 Alfred Consols.	5 North Basset.	2 Trelawny.
10 Bedford United.	1 North Pool.	1 West Damsel.
1 Buller.	2 Rosewarne.	1 West and Son, Caradon.
1 Conduarow.	1 South Frances.	1 West Seton.
1 East Ford.	1 South Basset.	10 Wheel Wrey.
10 Kromouth and Adama.	10 South Tamar.	

Also, in the following NON-DIVIDEND but PROGRESSIVE MINES, situated in the most wealthy mineral districts:—

40 Clifton and Wentworth.	50 North Unity.	20 North Rosewarne.
40 Camford.	2 West Robert.	100 West Par.
10 Carvannell.	10 East Buller.	20 Wheel Edward.
20 Cook's Kitchen.	15 North Frances.	10 Kenneggy.
10 North Croft.	2 East Wheel Rose.	100 Trelawny.
10 West Frances.	10 Great Fortune.	20 Wheel Grenville.
5 Trefusis.	4 Gramb. and St. Aubyn.	20 Wheel Grenville.
10 Wheel Hender.	50 Sortridge Consols.	10 Caradon Consols.
10 Marks Valley.	20 Trefusis Consols.	25 South Carn Brea.
20 East Caradon.	20 North Rosewarne.	5 Collicombe.

Parties desirous of selling any of the above, shall receive immediate attention to their communications; and SALES EFFECTED in every description of RAILWAY, MINING, INSURANCE, and OTHER SECURITIES.

Mr. Brechley, being a Member of the Mining Exchange, will forward a list of prices, on receipt of stamped addressed envelopes; and PUBLISHES WEEKLY a CIRCULAR, containing latest particulars of prices, and much desirable information. 5, Finner's Court, Old Broad-street, London.

MR. PETER WATSON has received instructions to SELL SHARES

in the following MINES, dividend-paying regular every two and three months, and others approaching a dividend state, at exceedingly low prices, which he strongly recommends to capitalists:—

10 Alfred Consols.	20 St. Aubyn and Grylls.	25 Zion.
10 Trefusis.	10 Wheel Edward.	2 West Francis.
1 Conduarow.	1 South Frances.	2 North Croft.
100 Drake Wells.	10 Trefusis.	2 Clifton and Wentworth.
10 Great Wheel Fortune.	25 Tamar Consols.	2 Wheel Arthur.
25 Mendip Hills.	75 Trefusis.	2 Great Alfred.
2 Trelawny.		

Mr. Peter Watson has also received instructions to PURCHASE:—

1 Devon Consols.	25 St. Day United.	10 Cook's Kitchen.
20 Alfred Consols.	25 Trelawny.	1 Rosecan.
20 Sortridge Consols.	3 Trefusis.	100 Zion.
2 North Basset.	10 West Basset.	20 Cubert United.
100 Collington (Kelly Bray).	20 Wheel Arthur.	20 Vale of Towy.
100 West Basset.	20 North Trelawny.	20 Wheel Hender.

Dividend mines, and those approaching a dividend state, well selected, will pay from 20 to 30 per cent. and upwards on present prices. 27, Old Broad-street, London, Aug. 31, 1855.

MR. E. GOMPERS, No. 98, GRACECHURCH STREET, has

BUSINESS TO TRANSACT in most of the leading DIVIDEND and PROGRESSIVE MINES. Also, in Life, Fire, Maritime Insurance, Steam Navigation, various Gas Companies, and various Joint-Stock Companies' Shares, returning regular dividends.

JAMES F. BODDY, 15, OLD BROAD STREET, and MINING

EXCHANGE, LONDON, TRANSACTS BUSINESS in the undermentioned, or any other MINES quoted in the general List of the Mining Journal; and will be happy to forward any information upon application, likewise a correct list of the prices.

Alfred Consols.	East Black Craig.	Nor. Hington Cons.	Tremollet Downs.
Alfred Consols.	East Black Craig.	United Mines.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.
Alfred Consols.	East Black Craig.	Par Consols.	West Basset.

MR. T. P. THOMAS is a PURCHASER in the following dividend and progressive mines:—

Alfred Consols.	Mollard.	Wheel Wrey.
Alfred Consols.	North Hington.	Wheel Wrey.
Alfred Consols.	Rosewarne.	Wheel Wrey.
Alfred Consols.	North Robert.	Wheel Wrey.
Alfred Consols.	East Wheel Rose.	Wheel Wrey.
Alfred Consols.	South Buller and West.	Wheel Wrey.
Alfred Consols.	Trefusis.	Wheel Wrey.
Alfred Consols.	Buller and Basset United.	Wheel Wrey.
Alfred Consols.	Wheel Kitty (St. Agnes).	Wheel Wrey.
Alfred Consols.	Wheel Kitty (St. Agnes).	Wheel Wrey.

Holder of mining or other stock wishing to exchange their interest from progressive to dividend, or dividend to progressive mines, will be dealt with on the best terms possible, but must please state their business.

As so many parties have applied for the Cost-book Laws and Regulations, I, J. F. Boddy, will be happy to forward a current printed copy to any part of the Kingdom, on receipt of six postage stamps.

South Basset business transacted for the usual commission.

Aug. 31, 1855.

Bankers: Sir John Wm. Lubbock, Bart., and Co.

GEORGE MOORE will BUY OR SELL IN ANY PART OF—

10 Alfred Consols.	1 East Basset.	100 Sortridge Consols.
10 Alfred Consols.	1 Great Alfred.	1 South Wheel Frances.
10 Alfred Consols.	1 Hington Down.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.
10 Alfred Consols.	10 Trefusis.	10 Trefusis.

GEORGE MOORE has FOR SALE Shares in the Newtonards Mine; the price will be given upon application.

GEORGE MOORE will be happy to advise as to the best description of shares at the present moment, either for speculation or investment; many of the former can be purchased for a trifling amount, on which an advance within a short period is almost certain. Business transacted in every description of British and Foreign Mines; and the lowest prices forwarded on application.

GEORGE MOORE, Dealer in Mining Shares, 1, Crown-court, Threadneedle-street.

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHARE

BROKER, No. 21, THREADNEEDLE STREET, LONDON.

BUSINESS TRANSACTED in every description of BRITISH and FOREIGN STOCKS, FUNDS, and SECURITIES; also, BRITISH and FOREIGN MINES.

MESSRS. POWELL AND COOKE, DEALERS IN MINING

SHARES, No. 8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.—The above continue to DEAL in the SHARES of all the leading DIVIDEND and good PROGRESSIVE MINES.—Aug. 24, 1855.

MESSRS. T. SPARGO AND CO., MINING AGENTS AND

SHAREBROKERS, 70, CORNHILL, LONDON.

Gratuitous advice will be afforded to any gentleman requiring information respecting mining investments, upon application personally or by letter.

REMOVAL.—MR. HENRY SIBLEY, STOCK, SHARE, AND

MINING AGENT, has REMOVED from No. 3, Old Broad-street, to No. 4, BIRCHIN LANE, CORNHILL.

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER,

4, AUSTINFRIARS, OLD BROAD STREET, CITY. (Sworn Broker.)

MR. LELAND, 4, CUSHION COURT, OLD BROAD STREET,

LONDON.—BUSINESS TRANSACTED in every description of BRITISH STOCKS, FUNDS, and SECURITIES; also, BRITISH and FOREIGN MINES.

FOR SALE, THIRTY-FIVE SWANPOOL SHARES, at 40s.

(£7 10s. paid).—Apply immediately to Mr. LELAND, sharebroker, 4, Cushion-court, Old Broad-street, London.

THOMAS EDINGTON, PURCHASER AND INSPECTOR OF

CASTINGS ON COMMISSION, 17, GORDON STREET, GLASGOW.

MR. EVAN HOPKINS, CONSULTING MINING ENGINEER,

25, THURLOE SQUARE, BROMPTON.

MR. ADAM MURRAY, CONSULTING MINING ENGINEER,

78, CORNHILL, LONDON.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT,

REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock.

MESSRS. WATSON AND ENSOR, MINING AGENTS,

DEALERS IN MINING, RAILWAY, and other SHARES, have REMOVED from 64, Old Broad-street, to 2, ARTILLERY PLACE, FINCHBURY SQUARE.

Messrs. Watson and Ensor have FOR SALE, at very low prices, SHARES in a few DIVIDEND, and other MINES approaching a dividend state, which they can strongly recommend. Prices and general information afforded on application.

Messrs. Watson and Ensor undertake the inspection of mines, through eminently qualified local agents, and on moderate terms.

MR. WM. MICHELL has just RETURNED from INSPECTING

several MINES in DEVON and CORNWALL; and is prepared with beneficial advice for his friends.

Mr. Michell is at 2, Crown-court, Threadneedle-street, London, Aug. 30, 1855.

MR. JAMES H. COCK, MINE SHAREBROKER, GENERAL

COMMISSION AGENT, and ACCOUNTANT, REDRUTH, will be happy to receive ORDERS from his friends and the public for the PURCHASE and SALE OF SHARES (ON COMMISSION ONLY) in any of the MINES in the district; also, to EXECUTE COMMISSIONS for the SALE OF MINING and OTHER MATERIALS.

J. H. Cock hopes by paying strict attention to business, moderate charges, and the prompt settlement of accounts, to merit a continuance of the public favour.

MR. H. GOULD SHARP, MINING SHAREBROKER,

is instructed to SELL the following SHARES:—

10 Alfred Consols.	20 Devon Burra Burra.	20 Swanpool.
10 Alfred Consols.	10 Wheel Hender.	10 South Providence.
10 Alfred Consols.	10 West Par Consols.	10 North Rosewarne.
10 Alfred Consols.	100 North Sortridge, 2s.	50 Great Sortridge, 13s.
10 Alfred Consols.	50 East Sortridge, 1s.	150 Great Cambrian for 12s.
10 Alfred Consols.	30 Great Shebs.	20 Trewhetha.
10 Alfred Consols.	20 Wheel Zion.	10 Bell and Lanthorn.
10 Alfred Consols.	20 West Basset.	20 Trefusis.
10 Alfred Consols.	20 West Basset.	20 Trefusis.
10 Alfred Consols.	20 West Basset.	20 Trefusis.

Business transacted in every description of British and Foreign Mining Shares, at the lowest market prices.

Mining Office, 4, Cushion-court, Old Broad-street, London.

MR. GEORGE SPATLEY has FOR SALE, at LOWER PRICES

than hitherto offered, the following SHARES, or any part thereof:—

10 Trefusis Consols.	10 Alfred Consols.	40 Wrygan.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.
10 Trefusis Consols.	10 Alfred Consols.	100 Trefusis.

Parties desirous of selling any of the above, must please state lowest price.

GEORGE SPATLEY feels confident that the mines he recommends most advantage considerably upon present prices. Sortridge Consols we have continued to recommend; and although the shares have advanced to £2 10s. we think they are worth purchasing, for the mine is now cut rich, and we anticipated, in the 40 ft. level.

Business transacted in the leading dividend and progressive mines, and prices, with full information, forwarded on application.

2, Winchester-buildings, London.

GREAT WHEEL VOR UNITED.—TO BE SOLD, ONE

HUNDRED SHARES, at LOWER PRICE than hitherto offered.

2, Winchester-buildings, London.

MR. JOSEPH WM. OLIVER, No. 75, OLD BROAD STREET,

LONDON, CONTINUES to DEAL in the following SHARES:—

Alfred Consols.	Great Wheel Hugo.	West Providence.
Alfred Consols.	Great Wheel Vor.	Wheel Basset.
Alfred Consols.	Gonamena.	Wheel Basset.
Alfred Consols.	Hington Down.	Wheel Basset.
Alfred Consols.	Herdeford.	Wheel Basset.
Alfred Consols.	Hawkmoor.	Wheel Basset.
Alfred Consols.	Iberian.	Wheel Basset.
Alfred Consols.	Ivybridge.	Wheel Basset.
Alfred Consols.	Imperial Brazilian.	Wheel Basset.
Alfred Consols.	Levant.	Wheel Basset.

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2, Winchester-buildings, London.

MR. JOSEPH WM. OLIVER, No. 75, OLD BROAD STREET,

LONDON, CONTINUES to DEAL in the following SHARES:—

Alfred Consols.	Great Wheel Hugo.	West Providence.
Alfred Consols.	Great Wheel Vor.	Wheel Basset.
Alfred Consols.	Gonamena.	Wheel Basset.
Alfred Consols.	Hington Down.	Wheel Basset.
Alfred Consols.	Herdeford.	Wheel Basset.
Alfred Consols.	Hawkmoor.	Wheel Basset.
Alfred Consols.	Iberian.	Wheel Basset.
Alfred Consols.	Ivybridge.	Wheel Basset.
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2, Winchester-buildings, London.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORK-

SHIRE, MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR Locomotive Engines, Carriage and Wagon Wheels. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

NOTICE TO INVENTORS AND PATENTEES.—THE OFFICES

FOR PROCURING PATENTS ARE REMOVED to No. 32, ESSEX STREET, STRAND, LONDON, where all information (British and foreign) may be obtained gratis.—AVERY, HULLFORD, GARDINER, and Co., patent agents and negotiators.

HOLDERS OF RAILWAY OR MINING SHARES AND

DEBENTURES can be ACCOMMODATED with LOANS, in small or large sums, up to £50,000, for long or short periods, at 4 per cent. per annum.—Apply to BANKS and Co., 5, Union-court, Old Broad-street.

MR. T. P. THOMAS begs to return his most sincere thanks for the

kindness and support which he has received from his friends and the public in general in his business as mining auctioneer; and to inform them that, having the honour of being appointed one of the Committee of the Mining Exchange, it is his intention to confine his sales to stock sent to him for absolute sale, such as deceased proprietors, forfeited shares advanced upon, &c.

Dividend and established shares bought and sold privately at the closest prices. Mines inspected and reported on by the most experienced agents.

Mr. T. P. THOMAS trusts that his experience as a mining agent, and the confidence and support he has received from the leading shareholders in Cornwall, London, and elsewhere, for the last 12 years, will be a guarantee that all property placed in his hands for sale will be disposed of to the best advantage.

75, Old Broad-street, London, Aug. 31, 1855.

VALUABLE MINING PROPERTY IN THE COUNTY OF CORK, KNOWN AS

THE CROOKHAVEN MINE.

WITH THE NEW MACHINERY, MATERIALS, SETTS, &c.

MR. C. WARTON is directed by the Committee of Management to

SELL, BY AUCTION, at the Mart, London, on Wednesday, 17th October, at Twelve o'clock, in One Lot, the valuable SETTS, MACHINERY, and MATERIALS of the CROOKHAVEN MINE, in a favoured mining district, ten miles from Skull, County Cork, comprising a 26 in. cylinder PUMPING and CRUSHING ENGINE; crushers, with fly-wheel; new shears and capstan; air machines; elaters; plant, &c., of which an inventory will be produced.

May be viewed upon application to Mr. MOSE, purser, on the mine, of whom particulars may be obtained. Particulars also, at the Imperial Hotel, Cork; Macken's Hotel, Dublin; the Golden Lion, Liverpool; of Messrs. GAZDAR and Son, solicitors, 5, Angel-court, Bank; of Mr. OGDON, secretary, at the Crookhaven Mining Office, 1, Cushion-court, Old Broad-street; at the Auction Mart; and of Mr. C. WARTON, 7, Union-court, Old Broad-street (removed from Threadneedle-street).

MR. R. TREDINNICK, BROKER and DEALER in BRITISH

MINES, SHARES, and STOCKS IN GENERAL, PUBLISHES a WEEKLY

CURRENT LIST OF PRICES of a judicious selection of DIVIDEND, PROGRES-

SIVE, and some *Ad hoc* SPECULATIVE COMPANIES, with other statistical and valuable information, including his *Synopsis of British Mining for the past Nine Years*. Subscribers, £2 2s. annually, including postage; or 1s. per List.

Brokers Office.—4, Austinfriars, London.

Inspecting and Mapping Office.—Camborne, Cornwall.

Publishing Office.—19, Great St. Helen's, London.

Aug. 31, 1855.

MR. WM. SIMS, MINING SHAREBROKER and GENERAL

MINING AGENT, REDRUTH, CORNWALL, begs to inform his friends

and the mining public that he has OPENED OFFICES in REDRUTH for the purpose of TRANSACTING BUSINESS as a MINE BROKER and GENERAL COM-

MISSION AGENT; and hopes by strict attention and moderate charges to merit a portion of their patronage. Mines inspected, and every information furnished.

Drawings and estimates for all kinds of steam-engines, mining machinery, &c., furnished on the most moderate terms. Copper, lead, and silver ores assayed with accuracy and dispatch.—Redruth, Aug. 31, 1855.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER,

1, BRIDGE STREET, BATH, is a BUYER of Boreas, Wheel Zion, Great Alfred, Alfred Consols, Wheel Wrey, West Folberre, Clifton and Wentworth, and Sortridge Consols.

MR

THE GENERAL COOPERAGE COMPANY (LIMITED).

HAMILTON'S PATENTS.
Provisionally Registered, in conformity with 7th and 8th Vics., cap. 110.
Capital £50,000, in 5000 shares of £10 each, with power to increase to £100,000.
First dividend £5 per share.

CHAS. K. DYER, Esq., New Broad-street.
AUGUSTUS HADLEY, Esq., Old Jewry.
S. H. HAMILTON, Esq., Warford-court.
W. T. NEVE, Esq., Cranbrook, Kent.
ROBT. SALMON, Esq., Bucklersbury.
E. J. TROUGHTON, Esq., Fowkes-buildings, Tower-street.
MELVIL WILSON, Esq., Old Burlington-street.
B. WHITE, Esq., Broad-street-court—MANAGING DIRECTOR.

AUDITORS—R. C. HANSEN, Esq.; J. Joseph Mortimer, Esq.
SOLICITORS—Messrs. Oliver, Lewis, and Peachy.
BANKERS—The London and County Bank.

CONTRACTORS—Messrs. Fox, Henderson, and Co.
ENGINEERS—Thomas Russell, Esq., M.I.C.E.
SECRETARY—Mr. Joseph Hodge.

BROKERS—O. Raymond, Esq., 6, Bank Chambers.
OFFICES—NEW BROAD STREET COURT, CITY.

This company, formed under the provisions of the "Limited Liability Act, 1855," has made arrangements to purchase, on highly advantageous terms, the exclusive privileges secured by Hamilton's patents, and to work an extensive cooperage factory at Globe Wharf, Bow, by which casks are made with mathematical correctness and with great rapidity.

The proprietors of the factory at Bow have agreed to sell and transfer to the company the exclusive privileges secured by the patents, and all their buildings, shops, machinery, steam-engine, shafting, tramway, coopering utensils, &c., as they now stand, the whole being in excellent order.

The factory has been worked for upwards of two years, and casks of various descriptions have been manufactured for the principal brewers of the metropolis, as well as for many shipping houses, which have given entire satisfaction, evidence of which will be found in the accompanying testimonials.

The following facts have been established, showing the superiority of this process over every other:

1. That the saving effected in sawing and fashioning staves by machinery enables master cooperers to make contracts at a great reduction in cost. There is also a considerable economy of wood.

2. That the staves being cut and fashioned, one man will put together and finish as many casks as four men by the ordinary mode.

3. That the staves being cut to fit mathematically, can be transported in bulk, instead of requiring to be tied into boxes for shipment or cartage.

4. That a net profit of at least 20 per cent. on the capital invested will be realized.

The value of the process having been thus established, and its many advantages fully appreciated, individual capital is found to be insufficient to meet the demand, not only in London, but throughout the United Kingdom.

In addition to the trade in casks, the company propose to sell fashioned staves, ready for the immediate use of cooperers, and also for shipment to foreign countries.

In extending the operations of the company, it is contemplated to form establishments at Liverpool, Burton, and the large centres of consumption.

Of the 5000 shares first to be issued, a considerable number is already taken; and for the remainder, applications to be made to the secretary, at the office of the company, New Broad-street-court, City; or to the broker.

TESTIMONIALS TO MESSRS. HAMILTON AND CO., GLOBE WHARF, MILE END ROAD, LONDON.

Lavender Wharf, Rotherhithe, March 28, 1855.—GENTLEMEN: The casks supplied by you to the ship, belonging to the firm of Messrs. Marshall and Edridge were of good quality and workmanship, as well as good measure. In justice to you, I may say they were as good, or even better, than any that have come under my inspection.

I am, Gentlemen, your very respectfully,
Signed, DAVID SMITH,
Ship's Husband to Messrs. Marshall and Edridge.

3, Crosby-square, April 25, 1855.—GENTLEMEN: We have much pleasure in stating that the casks you have supplied to our passenger ships appeared to be of very good quality, and have always given satisfaction to the surveyors appointed by the emigration office of this port.

We remain, Gentlemen, your most obedient servants,
Signed, HENRY H. WILLIS AND CO.

114, 117, and 260, Wapping, and 5, Mark-lane, London, May 24, 1855.—GENTLEMEN: We have much pleasure in stating that the water-butts manufactured under your patent have given general satisfaction to ourselves, and they have been very much preferred by various ships to those manufactured in the ordinary way.

Yours, truly,
Signed, LINKLATER, GREEN, AND CO.

Messrs. Hamilton and Co.
Brewery, Spitalfields, March 13, 1855.—Messrs. Hamilton and Co. have supplied us this season with 5000 export hogsheads, besides other large quantities since March, 1853, to our entire satisfaction.

Signed, TRUMAN, HANBURY, BUXTON, AND CO.

Bow Brewery, April 18, 1855.—We have much pleasure in stating that Messrs. Hamilton and Co. have supplied us with many thousands of casks for exportation and home consumption, all of which have turned out entirely to our satisfaction.

Signed, ABBOTT AND SON.

Horse-shoe Brewery, May 1, 1855.—GENTLEMEN: In reply to your application to us on the subject of the quality of the casks which you have supplied us with, we have to state, that in respect of the manufacture the casks were excellent.

We are, Sirs, your obedient servants,
Signed, H. MEUX AND CO.

Star Brewery, Pimlico, May 1, 1855.—We have much pleasure in stating that we are quite satisfied with the casks Messrs. Hamilton and Co. have supplied us with, both as regards the town and export trade.

Signed, ELLIOT, WATNEY, AND CO.

Burton-upon-Trent, May 4, 1855.—GENTLEMEN: Having inspected your machinery for making casks, and carefully examined the export hogsheads which we have purchased of you, we have no hesitation in saying that we consider your process of manufacturing casks superior to any that has come under our notice.

We remain, Gentlemen, your obedient servants,
Signed, BASS, RATCLIFF, AND GRETTON.

Burton-upon-Trent, May 4, 1855.—DEAR SIR: We have received and examined the casks we have purchased of you. We think them of excellent quality, and have no doubt eventually they will supersede casks made by hand.

Yours, truly,
Signed, TOOTH, BROTHERS.

Messrs. Hamilton and Co.
Burton-upon-Trent, May 4, 1855.—We have used a great number of the casks manufactured under Messrs. Hamilton and Co.'s patent, with which we are perfectly satisfied.

Signed, THOMAS SALT AND CO.

Romford Brewery, May 7, 1855.—We have much pleasure in stating that Messrs. Hamilton and Co. have supplied us with a considerable quantity of casks, both for exportation and home trade, all of which have proved of excellent quality.

Signed, IND, COOPE, AND CO.

Model Brewery, Church-street, Whitechapel, London, May 25, 1855.—GENTLEMEN: We have every reason to speak well of the casks with which we have been supplied by you, both for home and export use. The anticipations which we formed on the inspection of your machinery have been fully realized.

We are, your obedient servants,
Signed, JOHN FURZE AND CO.

Messrs. Hamilton and Co.
The Brewery, Kirkstall, Leeds, May 25, 1855.—Messrs. Hamilton and Co. have supplied us with a large quantity of casks, both for export and home trade, which have given us entire satisfaction. We have examined their machinery for making, and consider it the most perfect invention yet introduced.

Signed, BENJAMIN DAWSON AND CO.

New-street, Spring-gardens, April 21, 1855.—DEAR SIR: I have no hesitation in expressing my decided opinion that the casks manufactured by your process are superior in every respect to those made in the ordinary way. I give this opinion after having carefully considered the subject, inspected your machinery, and examined the casks.

I am, dear Sir, your very truly,
Signed, C. FOX.

Samuel H. Hamilton, Esq.
FORM OF APPLICATION FOR SHARES (HAMILTON'S PATENTS).

To the Directors of the General Cooperage Company.
GENTLEMEN: I request you will allot me, on the terms of the prospectus, shares in the above-named company, which I agree to accept, or any less number that may be allotted me, to pay the deposit, and to sign the necessary deeds when required.

Name in full.....
Address.....
Date.....
Signature.....

THE IVYBRIDGE MINES, AND THEIR MANAGEMENT.

TO THE EDITOR OF THE "MINING JOURNAL."

SIR:—I beg to forward you a reply to Captain James's statement, in reference to "Justice and Reform" on Ivybridge Mines, adding that circumstances have precluded a return letter before. It has been admitted that what we stated in reference to the boilers, &c., was correct, judging from no reply having been made to that point.

The water-wheel could have been worked by a fall of water of 47 ft., taking the level from the head of Katon Pool. The water dues for use of lease was arranged between the land proprietors and lessees, at £30 per annum. The lift lost was in consequence of only two bolts being in the door, which, when the engine took the weight of water, could not keep the lift air-tight, and it flowed in consequence; there should have been eight bolts, at least. If, as Capt. James states, the object was to explore shallow levels during the winter months, allow us to ask how much ground was cleared, &c., in seven months, which could justify 3000, cost per month? The 300 fathoms of rope Captain James speaks of may be reduced to 140, but were they necessarily 300, what object would that be, if they were properly fixed and working well, compared with steam power? The mine should have been worked in the winter, had the true principles of mining been kept in view, in lieu of exploring shallow levels. An agent, impartial and eminent, has been consulted on this matter in general, who lives at a distance, but knowing the ground, he gives his views as ours, and thinks there is gross mismanagement; he has no interest in the concern, any way. When engineers have to do with mines, water power is a discount. Had an engine been required at all, as stated in a former letter, connecting rods could have been placed between the new and old engine-shafts from a large engine, saving the expense of a small one. Allow us to ask, what is doing at Katon? Had Filum been well managed, would not much have been saved, and Katon, perhaps, by far the better set of the two, making some very good returns? We ask this, as we are still holders in Katon, and have a right to demand justice and reform. Shareholders, are you aware of these preceding particulars; and allow us to ask what has become of your £12,500 and more? As a way of enrolling, and for the cause of mining in general, allow us to end by saying 750 of 100 mines are mismanaged, and many more grossly—vide Leland Combe, at comment on by Mr. Tredinnick lately. Copper and lead, with tin, perhaps, should be one of our nation's greatest industrial resources. There is a mine near Tavistock where a steam-engine was partly erected, which has been countermanded on a new agent being appointed, he being about to save his employers a trifle by using water power. One of the officials connected with the former working of the mine, told one of the writers that the burrows contained £500 worth of ore. Were it in our line, we should have no objection to go on tributes, as Capt. James offers. We do not, however, lay the major part of the blame on Capt. James, as he was not the author of the main errors.

We remain, Sir, your obedient servants,
Aug. 30, 1855. JUSTICE AND REFORM.

METROPOLITAN SCHOOL OF SCIENCE, APPLIED TO MINING AND THE ARTS.

MUSEUM OF PRACTICAL GEOLOGY.
DIRECTOR—SIR RODRICK IMPEY MURCHISON, F.R.S., &c.

During the Session 1855-56, which will COMMENCE on the 1st October, the following COURSES OF LECTURES AND PRACTICAL DEMONSTRATIONS will be given:

1. CHEMISTRY By A. W. HOBSON, Ph.D., F.R.S.
2. METALLURGY By J. H. PEARCE, M.D., F.R.S.
3. NATURAL HISTORY By T. H. HUXLEY, F.R.S.
4. MINERALOGY By W. T. H. SMYTH, M.A.
5. MINING By A. C. HANBY, F.R.S.
6. GEOLOGY By A. C. HANBY, F.R.S.
7. APPLIED MECHANICS By ROBERT WILLIS, M.A., F.R.S.
8. PHYSICS By G. G. STOKES, M.A., F.R.S.

INSTRUCTION IN MECHANICAL DRAWING, by Mr. BAKER.

The fee for matriculated students (exclusive of the laboratories) is £30 for two years, in one payment, or two annual payments of £15.

Pupils are received in the Royal College of Chemistry (the laboratory of the school), under the direction of Dr. Hofmann, at a fee of £10 for the term of three months.

The same fee is charged in the metallurgical laboratory, under the direction of Dr. Percy. Tickets to separate courses of lectures are issued at £2, £3, and £4 each.

Officers in the Queen's or the East India Company's service, acting mining agents and managers, may obtain them at half the usual charge.

Certificated schoolmasters, pupil teachers, and others engaged in education, are admitted to the lectures at reduced fees.

H.R.H. the Prince of Wales has granted two Exhibitions, and others have also been established.

For a prospectus and information, apply at the Museum of Practical Geology, Jernyn-street, London.

MINING SCHOOL.—THE GOVERNORS OF THE MINING SCHOOL.

having ELECTED the following MASTERS, viz.:

- Rev. A. W. HOBSON, M.A., Mathematics, &c.
- Mr. H. C. HODGE, Chemistry, Mineralogy, &c.
- Mr. W. RICKARD, Mining Mechanics, &c.

They will be prepared to RECEIVE PUPILS at the ROYAL INSTITUTION, TRURO, on the 1st of October next.

The following is the course of instruction which will be adopted:—

DEPARTMENT OF MATHEMATICS AND NATURAL PHILOSOPHY.

The course of instruction under this head will comprise the following subjects:—

1. Arithmetic.
2. Geometry.
3. Algebra.
4. The elementary parts of the application of Algebra to Geometry.
5. Trigonometry, with special reference to its application in Surveying, &c.
6. Elements of the Differential and Integral Calculus.

II. NATURAL PHILOSOPHY.

1. Mechanics; including Statics and Dynamics; with practical applications to such subjects as the strength of materials, and other engineering questions.
2. Hydrostatics, Hydraulics, and Pneumatics; with their application to water machinery, &c.
3. The properties of Heat; with special reference to its employment as a motive power.
4. The General Theory of the Steam-engine.
5. Electricity and Magnetism.

In this, as in the other departments, the practical objects of the Institution will be constantly kept in view, and theoretical knowledge imparted only so far as it bears on practical application. Those parts of Mathematics which will be taught which are necessary for the proper understanding and scientific treatment of practical questions.

It is evident that if students do not bring with them a certain amount of preparatory knowledge a large portion of their course at the Mining School will be taken up with the merely elementary branches, and they will thus be prevented from advancing to those higher subjects which are directly applicable to practical purposes.

It is very desirable, therefore, that all who enter the School should already possess a competent knowledge of Arithmetic, Geometry, and Algebra; and it is intended that, in future years, none shall be admitted as pupils who cannot pass a satisfactory examination in the above-named subjects at their entrance. For the first year, however, it has been considered advisable to relax from the strictness of this regulation, and to admit pupils at a rather lower standard of attainments. None, however, will be admitted who do not possess, at least, a competent knowledge of Arithmetic.

There will be an examination of all candidates for admission into the School of Truro on the 1st of October next, and, according to the results of this examination, they will be arranged in two or three classes, according to their order of proficiency.

A. W. HOBSON.

DEPARTMENT OF CHEMISTRY, METALLURGY, MINERALOGY, AND GEOLOGY.

The instruction in Chemistry, Mineralogy, and Metallurgy, will be afforded by means of Lecture-lessons and Laboratory practice.

The lessons will be based on suitable text-books, and illustrated by experiments, diagrams, models, minerals, specimens of chemical preparations, and of furnace and other metallurgical products.

The Laboratory practice will afford the means of obtaining an acquaintance with the chemical and other properties of the most important elements and their compounds, and with the methods of effecting their individual detection and separation; particular attention being directed to the discrimination of minerals, metals, &c., by their physical characters, by means of the blowpipe, and by simple chemical experiments.

The instruction will include:—

1. Elementary Chemistry: Chemistry of the Non-metallic Bodies.
2. The Classification and Nomenclature of chemical substances—Use of Symbols and Formulae—Laws of chemical combination—Nature of Acids, Bases, Salts, &c., will be fully illustrated and explained, during an examination of the properties, &c., of the most important non-metallic elements, and their combinations.
3. Chemistry of the Metals, Mineralogy, Metallurgy, &c.
4. The chemical history and applications of the Metals, and of their natural and artificial combinations with the non-metallic elements, and with each other; their mode of occurrence in nature, and the methods of extracting them from their ores, together with an explanation of metallurgical processes generally, and their involved chemical changes, will form the substance of the present course.
5. Systematic, Qualitative, and Quantitative analysis.

It is intended that the course of instruction shall, at first, be strictly of an elementary kind, and gradually advance to those of more importance and difficulty, as the progress of the student warrants.

The first course is equally suited to all who may desire a knowledge of the general principles of Chemistry, to whatever purpose such knowledge may afterwards be applied; the second is specially adapted to benefit those directly or indirectly interested in mining operations; while the third, suitable only for those who may have successfully passed through the first and second courses, will enable the student practically to apply the information thus acquired, in the examination of minerals and metallurgical products, manures, soils, &c., as to the quality and quantity of their entire constituents.

During the first and second courses the students will work together in pairs, and be subject to frequent examinations, both written and oral, at suitable intervals.

In the third course, arrangements will be made for affording to each student such separate accommodation as may enable him to direct attention to those special experiments and researches which his future profession or situation in life may require, under such regulations as may be then thought desirable or necessary.

H. C. HODGE.

MINING DEPARTMENT.

The scheme of instruction proposed for the Mining Department is as follows, viz.:

1st TERM.—Geometrical and Mechanical Drawing, with descriptions of Mathematical Instruments—Mining Calculations and Accounts.

2nd TERM.—Geometrical and Mechanical Drawing—Surveying—Details of ascertained facts connected with the deposits of useful Minerals, particularly Metallic Minerals, and the means employed in their discovery.

3rd TERM.—Surveying and Levelling, with Plotting—Mining Accounts—Detailed descriptions of Mining Machinery—Tools employed in Mining; the different modes of Blasting, &c.—Modes of opening Mineral Veins, by Shafts, Levels, &c., and their general arrangement in Cornish Mines; also, the working of a Vein, &c.

4th TERM.—Underground Surveying or Drilling—Detailed description of Mining Machinery—Mining Accounts—Principles of employment of Mining Labour—Sinking excavations by Timbering, Walling, &c.

5th TERM.—Surface and Underground Surveying, with Field Practice—Drawing Plans, Sections, &c.—Detailed description of Mining Machinery, with the application of water as a motive power—Ventilation of Mines, natural and artificial—Drainage of Mines—Details of Cross-veins and Slides.

6th TERM.—Construction of the Steam-engine; particularly the Engine employed in Cornish Mines—Mining Accounts—Transport of Minerals underground, with Winding, &c., and Geometrical and Mechanical Drawing—Preparation of Ores.

The mode of instruction will be by Lectures, illustrated by appropriate diagrams and models; but a system of lessons will be adopted, and the students required to work the problems proposed, whenever such a course may be more successfully employed, as in Drawing, &c. Field practice will also be introduced in the lessons on Surveying, and the principal mines in the country be visited, for the purpose of affording practical illustrations of the mining Lectures.

W. RICKARD.

The Charge to each Pupil for the whole of the above courses will be, for two years the sum of £20, or £15 for a single year, to be paid in advance.

Laboratory practice will be an extra charge, but no extra charge will be made for the use of Instruments, &c., belonging to the School.

Further information, including the probable expense of Board and Lodging, may be obtained on application to the Masters, or to—

W. H. BOND, Hon. Sec.

The extensive collection of Cornish and other minerals, geological specimens, &c., in the Museum of the Royal Institution of Cornwall, will be available to the students for purposes of study. It is intended to enlarge these collections, and to form others in illustration of the chemical composition of allied minerals, the chemical and other changes to which minerals are liable, and the circumstances under which they have been deposited, as also of such points of Chemical and Physical Geology as are intimately connected with the history and formation of metalliferous deposits and mineral veins.

It is confidently hoped that during the study of these collections (in the formation of which the help of mining agents and others is requested), and by means of the assistance to be derived from the experiments and researches of the more advanced laboratory students, some light may be thrown on these important subjects, to many of which comparatively little attention has as yet been directed in this country.

MERCANTILE, MINING, & AGRICULTURAL LABORATORY.

CONDUCTED BY W. CROWDER, F.R.S., CONSULTING AND ANALYTICAL CHEMIST, 104, SIDE, NEWCASTLE-ON-TYNE.

Late Lecturer on Chemistry in the Newcastle College of Medicine, and formerly Assistant in the Laboratory of the Highland and Agricultural Society.

Mr. W. Crowder begs to inform such persons as are connected with Mercantile, Mining, or Agricultural pursuits, that he will be happy to perform ANALYSES and ASSAYS of every description, and to be CONSULTED upon subjects pertaining to SCIENTIFIC CHEMISTRY. A limited number of PRIVATE PUPILS are admitted to the laboratory on the following terms:—

For 12 months' course of instruction, in one payment in advance, £20 0 0

For 6 months' course, payment in advance, £10 0 0

For 3 months' course, payment in advance, £5 0 0

For 1 month's course, payment in advance, £1 0 0

For 1 week's course, payment in advance, £1 0 0

For 1 day's course, payment in advance, £1 0 0

For 1 hour's course, payment in advance, £1 0 0

For 15 minutes' course, payment in advance, £1 0 0

For 10 minutes' course, payment in advance, £1 0 0

For 5 minutes' course, payment in advance, £1 0 0

For 1 minute's course, payment in advance, £1 0 0

For 30 seconds' course, payment in advance, £1 0 0

For 15 seconds' course, payment in advance, £1 0 0

For 10 seconds' course, payment in advance, £1 0 0

For 5 seconds' course, payment in advance, £1 0 0

For 1 second's course, payment in advance, £1 0 0

"LIMITED LIABILITY."

TYN-Y-CAEIA COLLIERY, PENCROED, GLANORGAIRSHIRE.

[PRELIMINARY PROSPECTUS.]

This colliery is situated on an estate of upwards of 250 acres, in the parish of Llanillid, near Bridgend, and is intersected by the South Wales Railway. It contains nine seams of bituminous coal, suitable for domestic and engine purposes, equal in quality to the best coal of South Wales. A large sum has already been expended in sinking a shaft 30 yards deep (properly cased with bricks); in erecting an office, blacksmiths and carpenters' shops; and in the purchase of engine, boiler, and machinery, complete. The present lease, not having sufficient capital to follow out this work, and to sink the shaft another 30 yards to win the coal, have offered the same to the undersigned, with the intention of forming a company under the new law of "Limited Liability," and which they have agreed to undertake, subject to the approval of the report of the value of the colliery by W. P. Stride, Esq., C.E., of Swansea, one of the most eminent Inspectors of Coal Measures in South Wales.

It is estimated that £2500 will provide the additional machinery, sink the shaft the requisite depth to win the coal, and place the colliery in full working order; in fact, a contract is under consideration for that amount. The purchase of the plant on the estate is valued at £800, which sum, together with the rest of £2000 per annum, will form the entire outlay for completing the works, and as to be ready to sink the coal in the tracks of the railway. About 100 yards of tramway and siding only will be requisite to be laid down, to connect the main line of the South Wales Railway with the pit's mouth.

On receipt of a satisfactory report from Mr. Stride, it is proposed to form a company to work this valuable mineral field, in 200 shares of £50 each, of which the present lessees will be entitled to 50, in purchase of the lease; the deposit on these shares will be £10 per share, and the future calls will not exceed £5 per share, at intervals of not less than four months.

To secure the full advantages of the Act of "Limited Liability," as well as to comply with the restrictive provisions, it will be necessary that the shares should be apportioned to spread over the requisite number of persons (25), while, at the same time, it is equally desirable that the colliery should be kept in full working order, to avoid the ceremonial of a large company and its attendant expenses.

The present selling price of coal in Cardiff is, per ton, £10 10 0.

Cost of raising, per ton, £2 0 0.

Transit to Cardiff Docks (15 miles), per ton, £0 10 0.

Royalty, per ton, £0 9 0.

Wharf dues, &c., per ton, £0 4 0.

Net profit per ton, £7 10 0.

The present lessees estimate that 500 tons of coal per week can be raised (a much reduced computation will leave a most liberal profit); and so satisfied are the lessees of the value of this property, that they propose to give the company the option of surrendering the same, after the shaft has been sunk, should any circumstances cause the least dissatisfaction; in which case they will engage to take the property again off its hands, and to give the representatives of the company a mortgage of 5 per cent. on their entire outlay.

Application for shares (subject to the establishment of the company, and the report of Mr. Stride) may be made to Messrs. Goussard and Evans, solicitors, 101, Wood-street, Cheapside.

SOUTH ROBERT AND SORTRIDGE UNITED COPPER MINING COMPANY, IN THE PARISH OF WALKHAMPTON, DEVON.

Divided into 6000 shares.—Conducted on the "COST-BOOK SYSTEM."

The Committee of Management to be chosen at the first general meeting of the company.

This valuable mine is held under lease for 21 years, at 1-15th duty, and situated in the immediate neighbourhood of, and surrounded by, Sortridge Consols, North Wheal Robert, East Wheal George, and other promising mines, the strata being of the same character, and highly mineralised, possessing all the characteristics of its rich and popular neighbours, the former of which is at present marketable at 70,000, the second 30,000, and the third 10,000.

Original Correspondence.

IRON MANUFACTURE—HOT AND COLD BLAST.

The letter of your correspondent, "Glasgowensis," on the "admirable invention" of J. B. Neilson, having conferred benefits of too great a character on the ironmasters of this country to hope for a return of similar character, as advocated by me in my recent work on *The Iron Manufacture of Great Britain*, induces me to trouble you with a few remarks on the hot-blast invention.

The use of hot-blast for smelting has now become general, especially in Scotland, and to a large section of your readers the question whether the hot-blast is the most economical, possesses more than usual interest. Among the great body of metallurgists, the superiority of a hot-blast in economizing fuel is considered as established beyond dispute; but when we examine into the reasons adduced in its favour, we find this "admirable" invention standing on very questionable merits indeed. Of the many scientific men who have attempted a rational explanation of the superior economy of heated air, not one has given a single reason why the calorific evolved during the combustion of a given quantity of fuel, burnt in the heating stove, should so much exceed in heating power the calorific yielded by a similar quantity of fuel burnt in a blast-furnace. If we examine the various hypotheses advanced, we are struck with the slender grounds on which their authors have unfortunately attributed to the heating of the blast the merit of effecting a large economy of fuel in metallurgical operations; and the most accepted must admit that hitherto the published facts bearing on the case exhibit a singular deficiency of information of a practical nature on this important subject.

In the first volume of the *Transactions of the Institution of Civil Engineers*, there is a paper by Mr. Neilson, the inventor and patentee of the hot-blast system, giving an account of the origin of the invention, and detailing its advantages over the old mode of smelting with cold air, from which I would make the following extracts, as showing very clearly that the inventor himself was unable to give a satisfactory explanation why the hot-blast should be attended with a saving of fuel:—

"Subsequently to this conversation (with an iron maker, respecting a mode of purifying the air blown into blast-furnaces), which had in some measure directed my thoughts to the subject of blast-furnaces, I received information that one of the Muirkirk iron furnaces, situated at a considerable distance from the engine, did not work so well as the others, which led me to conjecture that the friction of the air in passing along the pipe presented an equal volume of air getting to the distant furnace as to the furnace which was situated close to the engine. I at once came to the conclusion, that by heating the air at the distant furnace I should increase the volume in the ratio of the known law, that air and gases expand as temperature. Example: If 1000 cubic feet, say, at 60° of Fahr., compressed by the engine in a given time, and heated to 600° of Fahr., would then be increased in volume to 2104; and so on for every thousand feet that would be blown into the furnace. In prosecuting the experiments which this idea suggested, circumstances became apparent to which induced the belief on my part that heating the air introduced into the furnace would increase the volume of the air, and thereby increase its efficiency in this respect; and with the view of putting my suspicions on this point to the test, I instituted the following experiments:—The air at first raised, to 250° of Fahr., produced a saving of three-sevenths the weight of pig-iron made, and the heating apparatus having since been enlarged, so as to increase the temperature of the blast to 600° Fahr., a proportional saving of fuel is effected; and an immense amount of saving is also acquired by the use of raw coal instead of coke, which may now be adopted. By the use of this invention, with three-sevenths of the fuel which he formerly employed in the cold air process, an iron maker is now enabled to make one-third more iron of superior quality. Nor are the advantages of this invention solely confined to making; by its use the founder can cast into an equal quantity of iron in much less time, and with a saving of nearly half the fuel employed in the cold air process; and the blacksmith can produce in the same time one-third more work, with much less fuel than he formerly required. In all the processes of metallurgical science, it will be of the utmost importance in reducing the ores to a metallic state."

Now we see that Mr. Neilson anticipated beneficial results, if by heating the air he could expand its volume, but nowhere has he given a reason, natural or philosophical, why the mere augmentation of volume should result in a saving of fuel. The rarefied air would contain only the same weight of oxygen as before. According to the figures given, the saving of fuel, exclusive of that accruing on the substitution of raw for coked coal, amounted to nearly 70 per cent. of the quantity previously used; but, understanding the statement to the contrary, the advantages of the heated air are confined to iron making, and to one department of the manufacture—the blast-furnace—for after the lapse of more than a quarter of a century the invention has not been adopted in any other process. A writer in the *Glasgow Chronicle*, in Dec., 1829, draws attention to the invention, and makes a statement of its superiority:—

"The most simple theory seems to be, that air is not fitted to promote combustion till it reaches a high temperature, and that a quantity of fuel expended in raising it to this temperature before it can be of any use in promoting combustion. The question, therefore, so far as concerns the economy of fuel in the smelting of iron, resolves itself into this—whether it is more economical in respect of fuel to heat the air in the smelting furnace, where it comes in contact with the coke, and carries it off in the form of carbonic acid gas, or to heat it previously in a separate furnace? The experiments at Clyde Iron Works show that it is heated in the separate furnace with one-eleventh part of the fuel that is required to heat it in the blast-furnace, when allowed to come in contact with the coke."

An explanation is given why the fuel consumed in the heating stove should be eleven times more effective than a similar fuel consumed in the blast-furnace. Subsequently (June, 1832), Mr. Babbage, in his *Economy of Machinery and Manufactures*, attempts an explanation of the superiority of the heated blast:—

"Every cubic foot of atmospheric air driven into a furnace consists of about one-fifth being oxygen and four-fifths azote. According to the present state of chemical knowledge, the oxygen alone is effective in promoting heat, and the operation of blowing a furnace may be thus explained:—1. The air is forced into the furnace in a condensed state, immediately expanding abstracts heat from the surrounding bodies. 2. Being itself of moderate temperature, it would, even without expansion, still require heat to raise it to the temperature of the hot substances to which it is to be applied. 3. On coming into contact with the hot substances in the furnace, the oxygen unites with them, forming carbonic acid gas, which has less specific heat than their separate constituents, and passes up the chimney in a gaseous state, whilst others remain in the form of melted slags, floating on the surface of the iron which is being heated. 4. The effects of the azote are:—a. It combines with the oxygen, and forms a compound which is not so combustible as the oxygen alone; b. It combines with the oxygen, and forms a compound which is not so combustible as the oxygen alone; c. It combines with the oxygen, and forms a compound which is not so combustible as the oxygen alone. The plan, therefore, of heating the air before drawing it into the furnace, is obviously the whole of that heat which the fuel must be expended in raising it from the temperature of the external air up to 600° Fahr., thus rendering the fire more intense, and the glassy atmosphere more fluid, and, perhaps, also more effectually decomposing the same quantity of fuel applied at once to the furnace would produce the duration of its heat, not augment its intensity."

Mr. Babbage assumes, that by the heating the air before it enters the furnace, the fuel consumed in raising it is elevated from the temperature of the external air to that of the furnace, and is thereby saved. So far correct, but the difficulty is to explain in a satisfactory manner the circumstance that a less quantity of fuel than is saved from the blast-furnace should suffice to heat the blast in the heating stove, and this Mr. Babbage has not done.

In 1834, M. Dufrenoy, a French engineer, reported on the hot-blast. He examined the temperature of the various iron-works in Great Britain, he compared the temperature maintained in the furnace with the heated blast, and found that the existence of this superior temperature could not be due to the heat of the blast, but to the heat of the furnace. Great stress was laid on the large volume of cold air cooled in the interior of the furnace to a considerable degree, but the large saving of fuel, it was concluded, arose from some unknown chemical combination, developed only when heated air was used.

In 1836, Dr. Clarke, of Aberdeen, read a paper before the Royal

Society of Edinburgh, in which views similar to Mons. Dufrenoy's were promulgated:—

"The air supplied is intended, no doubt, and answers to support the combustion; but this beneficial effect is, in the case of the cold-blast, incidentally counteracted by the cooling power of 6 tons of air an hour, which, when forced in at the ordinary temperature of the air, cannot be conceived otherwise than as a prodigious refrigeratory passing through the hottest part of the furnace, and depressing its temperature. The expedient of previously heating the blast obviously removes this refrigeratory, leaving the air to act in promoting combustion, without robbing the combustion of any portion of the heat it produces."

Neither Mons. Dufrenoy nor Dr. Clarke, condescended to explain the phenomenon of a given quantity of cold air producing a greater degree of refrigeration in the blast-furnace than in the heating furnace. While we must freely admit, that of the heat which is liberated by the combination of the oxygen of the air with the carbon of the fuel a portion is necessarily absorbed in elevating the temperature of the incombustible gases to that of the surrounding media, we cannot concede the point claimed by one writer, that the advantages of previously heating air are such that in the heating furnace a given temperature is communicated to the air with the one-eleventh part of the fuel required to develop a similar temperature in the blast-furnace. The conversion of a quantity of carbon into carbonic acid yields a definite amount of heat, whether the conversion be effected in or out of a blast furnace. The circumstance, therefore, of a less quantity of fuel heating the air in the separate furnace is a demonstrative proof of the existence of an imperfect combustion, or other waste of fuel in the blast-furnace, and to the elucidation of the causes contributing to this waste the attention of chemists and scientific men should be directed.

The seventh Report of the British Association for the Advancement of Science contains a report from Dr. Thomson, of Glasgow, on the hot-blast, wherein an opinion of the causes of its superiority, differing from the foregoing, is propounded:—

"Is it not evident from this that the whole oxygen of the air of the hot-blast combines with the fuel as soon as it enters into the furnace, and that the oxygen of the air of the cold-blast is not all consumed immediately, but makes its way upwards, and is gradually consumed in its ascent, producing a scattered heat, which is of no use in smelting the iron, but merely serve to consume the fuel? When the hot-blast is used, the combustion is concentrated towards the bottom of the furnace. With the cold-blast, it is much more diffused. Hence the reason of the saving of the coals in the former case, which constitutes the great advantage attending the new method."

Recent researches have demonstrated that Dr. Thomson's explanation does not meet the difficulty; the heat in cold blast-furnaces is much more concentrated than he has stated; and so far from there being a scattered combustion, the whole volume of air discharged into the furnace is decomposed before ascending more than a few inches from the tuyere.

The late Mr. Mushet, in his "Papers on Iron and Steel," appears to have adopted Dr. Thomson's explanation as being sufficient. At page 423 he says:—

"In reference to the results obtained with hot-blast, it is evident that previously nearly one-half the quantity of fuel introduced into the furnace was expended in fitting or preparing the air for combustion. This furnishes us with a key to explain why furnaces, with blast beyond their capacities, carry less burden, and are rendered less productive; in consequence of the increased torrent of air requiring a certain additional portion of the fuel to elevate its temperature, and effect decomposition, thereby abridging the previously existing means for producing deoxydation and carbonisation in the furnace."

It is to be regretted that Mr. Mushet did not communicate to his readers some practical facts in support of his extraordinary statement, that in cold-blast furnaces a moiety of the fuel is consumed in preparing the air for combustion. If this statement were correct, the consumption of fuel in a furnace blown with a cold-blast is twice that in a furnace blown with a heated blast; but smelters will scarcely require to be told that in no blast furnace in this country or abroad is there such difference, or anything approaching it, observed in practice. The assumption that an excess of blast is injurious, inasmuch that a still larger portion of the fuel is absorbed in fitting it for combustion, is altogether incorrect, as I have shown at length in the fifth section of my work.

Recently (*Mechanics' Magazine*, Nov. 18, 1854), Mr. C. W. Williams, a gentleman who has written much on the combustion of fuel, communicated to the public a few particulars bearing on the question:—

"That a less weight of fuel was consumed in the reduction of a given weight of iron by hot air was an undoubted fact. It was only, however, when the Scotch chemists investigated the matter, that this reduction in the consumption or weight of fuel used was discovered to be owing solely to the fact that a less weight of air was introduced. Chemical investigators do not require to be told that the combustion of a combustible will be effective only in the ratio of the weight of oxygen chemically combined; and further, that the weight of oxygen in any given volume of air depends not on that volume, but on its temperature, and consequent state of rarefaction. For instance, that a cubic foot of air at, say 200°, will contain a less weight of oxygen than a cubic foot at 60°."

These remarks are valuable so far as they go, but they are defective in the most material point: To maintain a certain activity of combustion, the weight of air introduced bears a definite ratio to the weight of carbon consumed; consequently, on the introduction of a less quantity of air, the weight of fuel is reduced. But in the case of the hot-blast, we see it stated that, with a reduction of 25 per cent. in the weight of blast delivered, there is a saving of 70 per cent. of the fuel. Here, then, the connection between the less weight of air and the saving of fuel is not made out. Besides, the ratio of oxygen to carbon has reference only to simple combustion, and leaves untouched the singular anomaly of a large saving of fuel by merely partially heating the air in a separate furnace.

In a subsequent number of the same magazine, the present Mr. D. Mushet has communicated his ideas respecting the economy of heated air:—

"The great economy in the use of heated air in the iron manufacture arises thus:—More than 300 tons by weight of the nitrogen of the atmosphere is passed through a furnace in full work during 24 hours—about 18 tons of nitrogen to each ton of pig-iron. To raise this vast volume of non heat-producing gas from the mean temperature of 60° to the melting heat of 2000° and upwards, a weight of coke is consumed more than double what the solid materials require to melt them. The coal or coke in a blast-furnace is a costly material; therefore, by imparting a heat of 800° to this nitrogen, before it enters the furnace, in stoves heated by the cheapest and commonest fuel, the consumption of valuable fuel in the blast-furnace is reduced two-thirds, and a ton of iron made with 1 ton of coke or coal, instead of with 3 tons."

This explanation is equally unsatisfactory with the preceding ones; in fact, it carries on the face of it such a serio-comical expression, that I am fain to consider it as a good specimen of the jocular way of getting over a difficulty. In the first place, we are told, that of the heat evolved by the fuel in the blast-furnace more than two-thirds is absorbed by the ascending nitrogen; and then, as if this was not strong enough, we are told that two-thirds of the fuel is absorbed in heating the nitrogen from 60° to 800°, so that the additional temperature of 1200° and upwards, the heat absorbed by the metal and cinders, the loss by radiation, &c., is all derived from one-third of the fuel. It is a puzzle to me how, if the 740° between 60° and 800° absorb 2 tons of fuel, the 1200° between 800° and 2000° should absorb no more than 1 ton of a similar fuel. But I must admit that I am not accustomed to legerdemain, and this apparently impossible feat in heating may be quite easy with others.

The absorption of heat by the nitrogen, on which so much reliance is placed by Mr. Mushet, and the cooling influence of the blast, as maintained by other writers, has nothing to do with the economy of heated air. The gases thrown into the furnace are necessarily heated to the temperature of fusion, and if escaping at this temperature direct into the atmosphere, would unquestionably convey away immense quantities of the heat developed by the combustion of the fuel; but, from the intense temperature of fusion, they ascend through a high column of solid materials, by which they are deprived of their useful heat, and at the level of escape are valueless for this purpose.

The conclusions I have arrived at respecting the causes contributing to the economy of heated air are the results of many years' study of the subject, and an intimate acquaintance with the construction and working of furnaces on the hot and cold air plans. The hot-blast is useful in its way; but, I repeat, a greater economy of fuel may be attained without its intervention, merely by attention to the commonest principles of metallurgical science.—*Marazion, Cornwall, Aug. 27.*

W. TRUMAN.

GOVERNMENT INSPECTION.

Sir,—Absence from home prevented my obtaining a sight of the letter signed "Vindicator," that appeared in your Journal of Aug. 18, in time to reply last week.

I do not know whether "Vindicator" means to insult Mr. Mackworth, by assuming that he is unable to reply to my letter of July 21; but, at any rate, I should so regard it, were I in Mr. Mackworth's position.

It is a rule with me not to reply to communications in public journals, written by parties who are either afraid or ashamed to append their names to their productions, and I shall not deviate from that rule in this case, but shall have no objection (with your kind permission, Mr. Editor), fully to discuss the subject of Government Inspection, through the columns of your Journal, with "Vindicator," provided he gives his name and address; and as age appears to be an important item in the estimation of "Vindicator," perhaps he will also favour your readers with his age, and length of mining experience.

In reference to the subject of Mr. Mackworth's rules, and the other personal matters introduced into the letter of "Vindicator," I shall decline any controversy except with Mr. Mackworth himself, but shall be fully prepared to prove the correctness of all the remarks made in my letter of July 21, when called upon by Mr. Mackworth to do so. Truth never loses anything by discussions, and I am quite sure the more public attention is directed to the subject of Government Inspection, as connected with mines, the more it will be seen the proposal to arm inspectors with power to interfere in the management of mines, and also to give them a right to award pains and penalties, is unconstitutional in principle and dangerous in practice.

Parkefield Colliery, Aug. 27.

HAROLD CORHAM.

EXTENT OF COAL IN ENGLAND.

Sir,—Will you be so good as insert the following, to show the precedence of my observations relative to the existence of coal underneath the London chalk, deduced from a personal examination of the Belgian coal field. MATTHIAS DUNN, M.I.

Newcastle, Aug. 23.

Extract from Mr. Dunn's *History of the Coal Trade*, published in the year 1843, page 192, relative to the Belgian coal field:—

"I must now bring under the reader's special observation one peculiarity which belongs to this coal field, compared with any coal field in Great Britain—viz., that the western district around Jemappes is overlaid for a very considerable extent with chalk, as before mentioned, which in many cases has been proved to the depth of 400 feet. In the first place, then, the bottom of the coal basin which is situated in the neighbourhood of Hornu, and which has its natural north and south rise towards each respective outcrop, also dips in a gentle manner towards the west, and along with it the chalk continues to thicken, until it exhibits itself in the cliffs on the east of France and Belgium, and there is no reason to doubt that it is a continuation of this chalk which again presents itself to view in the cliffs of Dover, and until its depth appears to the northward of the metropolis."

"These facts, then, bring prominently into consideration whether or not the carboniferous strata of Belgium exist under the chalk formation of England." "Of course, any conclusion of this nature, comprehending as it does so vast a space, must be liable to considerable doubt, more especially as, according to the established theory of geologists, numerous series of intermediate strata occur between the coal fields of England and the London chalk; at the same time, the fact seems comparable to the similar circumstance of the magnesian limestone which overlies the carboniferous strata of the county of Durham, and as such deserves the attention of those learned geologists who have done so much to investigate the science of geology."

PRACTICAL MINING—THE CARADON DISTRICT, &c. &c.

Sir,—Having been on a short tour of inspection through Devon and the east of Cornwall, to oblige a few friends, for the last fortnight, I had not an opportunity of seeing your Journal in time to attend to the many remarks therein contained, but will now briefly do so.

To commence, I beg to tell "G. D." that I have already summoned sufficient of the earth's metalliferous deposits to broad day to satisfy my wants, and enable me to bring a genuine name before a discerning public; but while "G. D." attempts to show, through your Journal, that he is a chemist free from defect, and that genuine copper gossan is 40 per cent. iron, and also refuses to chemically test a portion of a sample already tried by two others, the same to be shown to the public as a guarantee of his chemical proficiency, or even to go through ten mines against me (in taking advantage of his boasted chemical attainments, and our reports to be published, and appreciated according to results), it at once becomes clear to me that my remarks have opened his eyes as regards his inability; and I now for the last time state, for his information, that I consider my time much too valuable to waste in replying to anonymous correspondents. I ask, what objection can an honest man have to give the public his name, or in private to the parties from whom he wishes to draw information? I see none.

I next turn to Capt. Clements. I happened, a few days since, to pass the Callington and Liskeard districts, where I was regularly assailed by persons anxious to know who Capt. Clements was, as there is no such person in the neighbourhood. Now, the fact is, "Clements" is only another alias of "Caradon," belonging to the same class as "G. D." and will in future be treated as such by me.

For public information, however, I will for once reply to his remarks. First, he says I am ignorant of the district. I worked in Great Phoenix Mine many years since, but am not aware of any elvan course passing through the granite at Sharp Tor. I am aware the road shows a substance, in the direction of North Hill, of the trap or greenstone character; but I am not aware that it passes through the granite into the "Tor shaft." Admitting that it does, and that they have the lode and the elvan forming a junction in the shaft 80 fathoms deep, where is the copper? Is not that the very point where it should form? Had I seen an elvan forming a junction with a lode on the borders of granite, I should be hourly expecting to see the copper turn up. Now, it becomes a question if it is an elvan, as he tells us that it is composed of felspar and heterogeneous matters. This at once shows his ignorance of what an elvan course consists. What cause granite to be unproductive in its interior masses? Is it not from becoming overcharged with felspar? I know of but three mineral substances which will live near granite so charged, which are—the oxide of tin, wolfram, and cobalt. A person who understands mining should know that all granite about productive lodes is highly charged with quartz, and not felspar. Wide-awake miners keep their distance from the large crystallised felspar. They also know that what appears as felspar about productive lodes is felspar; neither are congealed elvans highly charged with felspar.

In speaking of the hornblende at Holmbush, will he tell us if it is a hornblende course or a bed of ironstone, and what is the difference between hornblende and ironstone, and if either contains felspar?

In his remarks on the channel of copper-bearing ground, as pointed out by me, he does not even attempt to confute it, but only endeavours to show that it is twice the breadth I named. I did not confine myself to that particular breadth, but called attention to what mines would fall in that line, if only of the breadth I named: the wider it is the better—that does not upset the law. It is not unlikely that the granite hill at Caradon may have caused a split in the current, and have carried of some copper on the east side; but it becomes a question if it continues off east. It is more likely to sweep round the hill, and gain its own channel.

As to my evading his questions, I know of none unanswered, with the exception of those of foolish nature, as to where the machinery is, and what is the machinery used to grind down the copper before it passes off in solution? Had he given his genuine name, I would have afforded him a few useful hints on that subject, but will now let it stand over for the time, wishing the Sharp Tor Company success for the spirited manner in which they have carried out the mine. If, in reality, they have a genuine elvan, as stated, they have still a chance; but I believe them to be too far advanced west.

In reply to Mr. H. G. Eytton, I beg to inform him that I never claimed any merit for the discovery of the north lode at Burras Burras. They were pointed out to me after I had positively asserted that they had fixed their engine wrong, and that they were working on cross-lodes, when I advised them to abandon that working, and drive north to cut the great lode, or to stop the engine, and sink a new shaft on it, and throw out flat-roads, strongly recommending the latter; but the party adopted the former. Mr. Eytton says, there is nothing yet to prove that they are not acting wisely in refraining from such expenditure. May I tell him that a diagonal shaft is attended with very little more expense than the common series of winzes, so often and essentially sunk in mines for ventilation?

What does Mr. Eytton mean when he talks of an intermediate lode which the level is only straining to cut? I cannot comprehend it, as the level has already passed up to the great north lode. Surely, he is not committing a second blunder, and driving a parallel level back again to find the intermediate one. From what I know of the mine, I judge Mr. Eytton does not understand the subject he writes on. The truth is, they are extending the cross-cut still further north, to intersect a lode there discovered, dipping south, which he alludes to as likely to carry the great lode, dipping north at an angle of 40°, back south again to the engine-shaft. How convenient it would be, when we commit errors, if we could twist lodes around our fingers, and bring them where we wish.

Mr. Eytton having brought up this subject, I am now inclined to follow him a little further, and ask him if it was not the great cross-lode, commonly known as the Gatepost lode, that shows copper at a certain point, which first drew the attention of the public? and if it was not the opinion of all sound practical men who viewed it, that this north and south lode would not produce copper but at certain points, where intersected by east and west ones. I then strongly recommended them to try to discover if any east and west lodes met it at about the point where this lode produced copper.

I next ask, what course did Devon Burras party take? Did they not abandon the cross-point on the great cross-lode, going too near their extreme south boundary, and open on a counter lode, commonly called a north and south lode, there erecting an engine, and spending nearly 10,000*l.* in sinking 40 fathoms, and driving south of east until they cut down the water 12 fathoms below the adit in Wheal Surprise, and were all but in that salt? I am not aware if there was any understanding between Devon Burras managers and Wheal Surprise Company, as it really appears to be too glaring to have been an error.

Mr. Eytton also remarks on the outcry that would be raised if the lode proved poor against a worse case put—sinking the shaft I proposed. In reply to this, I tell him that, if ever the mine was worth working, it is at the present moment. When they first commenced, they knew of only the great cross-lode; but now they have a certainty of one or more east and west lodes forming a junction about the spot where the ore is seen in the great north and south lode, and they will be very fortunate indeed, in carrying out this mine, if they do not sink many worthless pits. Had they turned the engine idle, as I hinted to them, they would have left Wheal Surprise Company to keep their own water until the shaft I recommended was down 20 fathoms; and most likely the bar of ground would have kept the water back for some considerable time, if not for ever.

To close this protracted subject, I positively assert that many honest shareholders are badly defrauded of their money by parties pretending to know how to manage mines, when they have not the slightest knowledge how to carry them out. Estimates are prepared of the cost of re-opening Devon Burras as a new mine, dating from the time I made my first remarks. Parties managing mines in future must be careful: they have nearly run their race; people are beginning to open their eyes, and the public will become much more cautious into whose hands they place the disposal of their capital.

"G. D." should not have noticed, but I am led to believe he has mistaken my views when he supposes that I support the ignominious theory. I now tell him that I consider myself the most stern opponent to that doctrine extant. It is supporting a law against Nature, and ten thousand proofs could be produced against it, if required. It is here that our professionals err. The day is not far distant when all their theoretical writings will be cast to the winds, and a new school founded on the crystallisation of all rock; and fortunate will be the young and active student who first enters the field, and manfully combats against such a mass of ignorance as has been pro-

Act; he would, therefore, propose that the directors be authorized

also measures for the formation of a new company, under the Limited Liability Act (1855), for gold mining in Brazil and elsewhere. The resolution was seconded, and carried unanimously. The Chairman said, the next question was whether they would prefer making a call of 1s. or 6d. A SHAREHOLDER said, the shares were at present held in such large numbers that he thought it would be preferable to limit the call to 6d. The Chairman then put the following resolution:—That a call of 6d. per share be made on the 47,905 shares already issued, payable at the bankers of this company within 14 days from this date. Carried unanimously. The Chairman said, the effect of the 6d. call would be to make 3s. paid, and would remain the same when they came under the operation of the Limited Liability Act. It would be necessary that the shares should be deposited for a short time in the office, to ensure the payment of the 6d. call; they will then be held as scrip, in the same way as at present, until they were secured under the new law from further liability. It was upon these conditions that Mr. Duval had consented to come forward, and in view of some of his friends to make a strong board. In the mean time, it was highly desirable that a committee, selected from the principal shareholders, should be appointed to assist the directors. The following resolution was then proposed:—That the directors be empowered to receive the co-operation and assistance of two or three of the shareholders, with reference to the conclusion of the contract with the vendors and the further organization of the company. Carried unanimously. A SHAREHOLDER wished to know how the new shares would stand in reference to the present position. The Chairman replied, that the present company would sell the property to the new one, when the shares would be changed into 100, shares, with 1s. paid up. The Chairman said, the Cocos Mine was on one side, and the Congo Socco of the Imperial Brazilian on the other, the Brucuta being contiguous; and that as soon as the stamps were got ready they would commence making returns, and he hoped profitable ones. Capt. VERNAN said, when he went out to the St. John del Rey Mines the shares were only worth 5s., and he made them worth 14s., merely by a different method of working. The proceedings then terminated with a vote of thanks to the Chairman.

PEMBROKE AND EAST CRINNIS MINING COMPANY.

An adjourned quarterly general meeting of shareholders was held at the offices of the company, Austinfrans, on Wednesday, Mr. MARSHALL in the chair. The SECRETARY having read the notice convening the meeting, and the resolutions passed at the last meeting in reference thereto, The Chairman said they had now to announce the numbers of shares received by the secretary on the one side and on the other. The auditors had gone carefully through the whole of the answers, and the return was—yes, 31,145; noes, 19,545. From shareholders holding 2100 no reply had been received. The majority in favour of proceeding with the mine, as recommended by Capt. Dale, was 11,604. Of course, the majority could not bind the minority—that was, they could not compel them to go, and any one of the dissentients was at liberty to have the mine valued, and claim his fair proportion of whatever it was estimated to be worth, after payment of all liabilities. Since their last meeting their prospects had somewhat brightened. He did not like referring to such things; however, this came in a form which appeared substantial. It was a report from the agents of the mine, and as the secretary would read it, they might judge for themselves, and draw their own conclusions as to its importance. The SECRETARY then read the following report: It is dated Aug. 28, and was received on the morning of the present meeting:—The tin lode is looking much the same as last reported. The cross-cut driving north is at 70 ft. progressing favourably; we have driven the last week about 8 ft. We have set the 70 ft. shaft to sink 9 ft., put in bearers and clamps to fix a standing-lift in the 142, cut ground for tackle, door, &c., put down rods, and fixed everything complete as per bargain, 50s. The main lode west in the 134 is 3½ ft. wide, worth 5s. per ft.; the middle lode east in the 134 is 9 in. wide, producing good stones of ore. The lode in the 122 west is 18 in. wide, thinly impregnated with ore; the main lode in the 122 is 3 ft. wide, worth 25s. per ft.; in the winze sinking in the bottom of the 122 is 6 ft. wide, worth 9s. per ft. In the east end in the 113 the lode is small and poor. In the 90 ft. shaft, the lode is from 4 to 5 feet wide, worth 5s. per ft. Last night we discovered a lode in the cross-cut driving south at the 90, east of Smith's; we can say nothing of its value at present, but shall be able to report particulars in our next. The men we put to rise in the back of the 50, east of Smith's, have, during the past week, advanced 2 fms. towards Wheal Unity. The tribute department is looking satisfactorily; the men are working well, and in good spirits, and upon an average are making fair wages. We are progressing with all heads of stamps with the utmost dispatch. J. DALE; G. F. TREVISEN. The SECRETARY also read a letter from Capt. Dale, dated Aug. 24, of which the following is an abstract:—

"I am very happy to inform you that we have a good discovery here. In the 129, at Crinnis, the lode in the end is now worth 25s. per ft. A continuation of this will sell well upon the returns. I never saw better stones of ore; I am confident of good results. Again, on Aug. 28, he writes—"If we do not make the mine profitable I shall be deceived." The SECRETARY then read letters from Messrs. Elliot and Sons, Mr. Fuller, Mr. Jones, Mr. Ponce, and several other large shareholders residing in the locality and elsewhere, expressing their approval of proceeding with the undertaking. He also stated that Mr. Hodge, of the foundry, was at the office yesterday, and said he should be very happy to increase his interest in the mine. Mr. ANDREWS said, he thought there could not be a doubt as to the policy of the mine recommended—in fact, the very same plan of working the mine had been suggested four or five years ago. The Chairman admitted that was so, but he considered that they had never sufficient capital at command to develop the mine with that spirit which was now so strongly advocated. The instructions given to Capt. Prince were, that he was not to go on too fast; and the consequence was, that they had been working here and there, doing comparatively nothing, instead of directing all their energies to the main point. If they had had 10,000, or 15,000, they could have carried on the works as now recommended. He considered the sinking of Reid's shaft a very sound practical view. Then, again, Capt. Dale recommended the connecting of this mine with Wheal Unity; there was nothing original in this suggestion, Captain Lyle having intimated the very same thing, but was afraid that life might be endangered by a sudden and powerful water. In that respect, however, Capt. Dale did not apprehend the slightest danger, and was of opinion that no difficulty whatever would arise, as they had ample means to keep the water under. With regard to the answers which had been returned in reply to the circular, he thought they must be very satisfactory to the meeting—indeed, he felt somewhat surprised, as well as gratified, that so many should have answered in the affirmative, and have taken the trouble to express their opinions upon the subject. As to the 8632 forfeited shares, he would recommend that they be given to the proprietors at 5s. per share; and if they should be refused by the proprietors, he thought the committee would be able to place them. He should have no recommending them to any of his friends. By this course, they would receive 43,160. Mr. KISS, the secretary, observed that the 5s. would include the last 10s. of 1s. per share. Mr. LEX STREVEN considered the answers which had been received a satisfactory confirmation of what was done at the last meeting—namely, that it appeared to be the unanimous opinion of the meeting that the works should be continued, and carried out with vigour, to the full extent of (Capt. Dale's) recommendation. He would, therefore, propose the following resolution:—"That it is very satisfactory to this meeting to find that so large a majority of shareholders, both in number and value, concur in the propriety of proceeding with the works at the mine, in conformity with the recommendation of Capt. Dale, and with the resolution passed on the 14th inst."—The motion was seconded by Mr. HUGH JAMES, and passed. The Chairman then moved that the 8632 forfeited shares be sold by the committee, at the average amount of calls in arrears—namely, 5s. per share—preference of purchase being given to the shareholders having paid up all calls. The motion was seconded by Mr. JACKSON, and carried; there being, however, two dissentients. The meeting then terminated with a cordial vote of thanks to the Chairman and committee.

CLEW BAY MINING COMPANY.

The 10-monthly meeting of adventurers was held at the company's offices, Cannon-street, on Wednesday, Mr. R. BOWLE in the chair. The SECRETARY read the notice convening the meeting, also the minutes of the last meeting, which were confirmed. The directors' report was then read, as follows:—Since the last general meeting of the shareholders, your committee have pleasure in reporting, and with the consent of the shareholders, that the most sanguine report of Capt. Higgins will fully explain the operations which have been going on at the mines during the past two months. Aug. 21.—I beg to hand you my report of work done from June 29th to this date, and in course of completion. We have opened Boyle's shaft to surface, a depth of 12 ft., for the purpose of raising the shaft to the level of the 15 ft. level, and below the adit, there to drive three levels: first, to drive west to the junction of the Bend and Bendrogs lodes; at this point I feel confident of having good ore; secondly, to drive a cross-cut from Boyle's shaft to the Bend lode, to ascertain its value, and get its products; thirdly, to drive east on the course of the Bend lode, to drive the Cornish miners I have at work at Boyle's shaft say that they have a lode looking so promising for an abundant and speedy discovery of copper ore. We shall erect the horse-work to complete this object with all speed. The Bend lode has built a wall 30 ft. long, 15 ft. high, and 5 ft. thick, to keep the shaft in proper place, guarding against the cliff slipping, which would destroy the shaft. We have also built carpenters and smiths' shop, 25 ft. long by 17 ft. wide. We have prepared the ground for the wheel-pit, and two-thirds of the quantity of stone required for building the wheel-pit is on the spot. We have likewise ordered the last for removing the water to work the wheel and machinery; also, made a road from the mine to the place of deposit, in order to facilitate the removal of materials and ore to the place of deposit; and we have nearly completed the excavation for the wheel-pit, and the important subject connected with the mineral property—viz., that the Bend lode is running in a right angle with the Carrans Mountain, which is a very high; if these mines were discovered on the north-east side of the mountain with driving alone, we should have a mine 100 fms. deep, which could be worked with any machinery except a crusher for making the ores marketable. You may see the mine, showing the run of the lode, and where I expect them to be every prospect of having abundant returns at a very moderate outlay. The only additional information the committee enabled to communicate in reference to the lawsuit being what was said at the last meeting, that in a letter received from Sir M. Barrington and Co., they give us the pleasing intelligence that they are to be paid by Sir R. O'Donnell, and which are termed party and party money, as to be paid by Sir R. O'Donnell. We feel happy, therefore, in announcing that all the troubles of the lawsuit, which have so long and grievously injured the interests of the company, are now at an end. From the balance-sheet, it appears that there is in the secretary's hands at the end of making up the company's account only 231. 11s. To meet, therefore, the current expenses of working, your committee recommend a call of 1s. upon the small share, and the committee press the immediate payment of this call. In view of the necessity of the call, your committee press the immediate payment of this call. In view of the poverty of the labourer in such, that at the recommendation of Captain Higgins, we pay weekly their wages, in order that they may obtain a regular supply of money, needed for the hard labour required of them. The balance-sheet is as follows:—Cash in hand, 761. 3s. 6d.; received for shares re-allotted, 231. 7s. 6d.

for rent, 171.; on call, 1537. 6s. 6d.—2681. 17s. 6d.—By expenses at the mines, 1237. 2s. 10d. office expenses, including rent, directors' fees for 12 months, printing, advertisements, secretary's salary, &c., 1237. 4s. 6d.; leaving cash in hand, 231. 11s. The assets are: Cash in hand, 231. 11s.; promissory notes, 1037.; due upon call, 2167. 18s. 2d.—2457. 9s. 2d.—The liabilities: Miners' balances, 447. 18s. 3d.; merchants' bills, 141. 2s. 8d.; balance of July cost, 127. 16s. 2½d.; directors' fees, 381. 12s. 4d.; auditors' balance ditto, 211.; leaving balance in favour of company, 2121. 18s. 8½d. The report was received, adopted, and entered in the cost-book. A call of 1s. per share was made upon the second issue shares, payable on or before the 6th September. In consideration of the kindness of the Rev. Mr. Henry, in presenting the interests of the company, 50 shares, credited to 17. per share paid, were presented to him, as a small acknowledgment of gratitude for his services already rendered, and a letter of thanks was directed to be written to him by the Chairman; on the part of the shareholders. The present committee and auditor were to continue in office for the ensuing two months. A SHAREHOLDER then gave notice that at the next bi-monthly meeting he would propose that the company be under the management of one individual director, in lieu of a committee, and that alterations of, or additions to, the rules of the company be made to answer that object; also, that in place of two auditors, only one be appointed. The usual vote of thanks to the Chairman was then passed, and the meeting separated.

WEST PAR CONSOLS MINING COMPANY.

A general meeting of the shareholders was held at the offices of the company, 117, Bishopsgate-street, on Wednesday, Mr. S. W. DAVIES in the chair. The SECRETARY read the notice convening the meeting, and the minutes of the last meeting were confirmed. Mr. PARTRIDGE enquired whether they ought not to know that they were proceeding in a legal manner, before they went any further with the business of the meeting? The Chairman said that they had now only to affirm that the minutes of the last meeting were correct; and as the present meeting had been properly called, and they were acting strictly under their rules, there could be no question that they were acting legally. Mr. PARTRIDGE wished to know whether they were acting under the old system or under the new? The Chairman stated, that at the time the company was remodelled they made enquiries of the Registrar, and learned from him that they were not under the Joint-Stock Companies' Act, but were still under the cost-book laws. The only point on which the slightest difficulty could arise was from the fact, that when they issued the whole of their shares they gave the power not to register until a dividend had been declared; but as registered shareholders only had the power to vote, he thought that difficulty was not insurmountable. He then called upon the secretary to read the captains and directors' reports, which we subjoin:—Aug. 27.—We beg to send a report of our operations, prospects, &c. The engine-shaft is sunk about 2 fathoms below the 45 ft. level, which is being pushed down with all speed by six men and three labourers. The 35 ft. level, driving north by eight men, at 7½ per ft. It is here we have been expecting daily to cut the large lode west of the cross-course; we have now proved the lode to be 25 fathoms; how much further we have to drive we cannot say, but there are some indications of being near the lode. The ground we are happy to say is of a beautiful mineralised character; we feel fully persuaded the lode will be found very productive when intersected and extended on. We have opened east on the large lode a few feet only; this end is driving by six men, at 7½ per fathom; we have taken down a small portion of the lode, and find it full 8 ft. wide, containing plenty of muck, with some copper; the water issuing from the vein contains much copper in solution, which is a favourable indication of great deposits of copper ore near at hand. We trust and believe that a little more perseverance will show very important results.—J. W. KISS; THOMAS FLOYD. DIRECTORS' REPORT. Your committee have the satisfaction of reporting, that all the reserved shares have been taken up, upon the terms agreed upon at the special general meeting held on the 15th May last, and the whole of the first and a large portion of the second moiety of the sum to be paid have been received. By the balance-sheet made up to the 31st July, last before the meeting, it will be seen that at that date there was a nett available balance of 10327. 9s. 2d. for carrying on the operations of the mine, after allowing for all liabilities. Since the end of July your committee have paid off 6304. 11s. 3d. of these liabilities, and they anticipate the costs will not exceed 1700. per month for some time to come. Your committee would remind you that the machinery and plant are of the most powerful and substantial character, and equal to the carrying on of the most extensive operations, so that the funds of the company can now be entirely devoted to the underground workings and explorations. With regard to the present position and prospects of the mine, your committee have the pleasure of stating that their opinions of success are quite as favourable as ever they have been, although the operations have been necessarily more tedious than anticipated. It must be remembered that nearly all the work yet done has been of a nature usually termed "dead work," being almost entirely the sinking of the engine-shaft, driving north, and sinking a winze for ventilation, while, until the last fortnight, nothing had been done on the lode itself. Some time ago a large lode, 9 ft. wide, presenting the most favourable appearances, was cut on the east side of the great cross-course, and without waiting to drive upon it there, the cross-cut was continued north, to intersect the same lode on the west side of the cross-course, where there is reason to believe it will be found most productive. In the meantime, the mine being now well ventilated by the communication of a winze from the 30 to the 45, the driving on the lode east will be proceeded with as fast as possible, and important discoveries may be looked for in this direction shortly; and as soon as this is cut on the west of the cross-course, it will be driven on there also. These drivings are confidently expected to lay open valuable ore ground. One of the largest shareholders having had the mine inspected some time ago, handed the report he received to your committee, who forwarded a copy of it to the shareholders, with their report of the 3d March last. It is gratifying to obtain such an additional and disinterested confirmation of the good prospects of the mine, and your committee, after duly and carefully considering the matter, resolved on adopting the recommendation therein offered—namely, to continue the sinking of the shaft to another level as expeditiously as possible, which is now in course of being done, so that it is expected the lode will be cut in the 60 in about five months. Your committee consider that by adding this course the value of the mine will be proved more quickly and economically. In conclusion, your committee would refer you to the report of the manager, dated the 27th inst., sent up to this meeting; and when it is remembered that the mines immediately surrounding and adjoining West Par have yielded nearly 1,000,000, in profit, while in this mine itself the character of the lodes and strata through which they run is so congenial for mineral, your committee consider that there are strong grounds for anticipating results somewhat similar to those of the latter mines. At Par Consols, the adjoining mine, on the same lode for ventilation, while, until the last fortnight, nothing had been done on the lode itself. Some time ago a large lode, 9 ft. wide, presenting the most favourable appearances, was cut on the east side of the great cross-course, and without waiting to drive upon it there, the cross-cut was continued north, to intersect the same lode on the west side of the cross-course, where there is reason to believe it will be found most productive. In the meantime, the mine being now well ventilated by the communication of a winze from the 30 to the 45, the driving on the lode east will be proceeded with as fast as possible, and important discoveries may be looked for in this direction shortly; and as soon as this is cut on the west of the cross-course, it will be driven on there also. These drivings are confidently expected to lay open valuable ore ground.

The following statement of accounts was next submitted:—Dr.—Capital paid up £22,935 1 0
Steam-engine and sundry materials £231 8 0
Interest £21 13 2 = £24,191 3 2
Cr.—Working cost July 31, 1855 £18,659 10 0
Mr. Webb's for interest in mine and co. £900 0 0
Steam-engine, lease of land for surface works, &c. £2,352 17 1
Office, law, and travelling expenses, &c. £745 7 1
Interest and discount £6 15 4
Bonus on issue of reserved shares £1,193 0 0 = £23,859 18 6
Leaving balance in favour of company £ 331 3 8
Assets—Balance as above £ 331 3 8
Second instalment on reserved shares to be received £ 2,061 19 0 = £ 2,393 2 8
LIABILITIES—Merchants' bills and sundries £ 1,340 13 6
Leaving balance in favour of mine £ 1,052 9 2

The CHAIRMAN, in moving the reception and adoption of the report and accounts, said that they were in obtaining the best information with regard to the West Par Consols, and found that they were now but a few fathoms from the West Par boundary, and were getting some of their richest work there, so that they (the West Par shareholders) had excellent prospects of a favourable issue. Their future expenses would be about 1700. per month, and the money they would have in hand, all calls being paid, would be sufficient to carry them on for six months. The resolution was then seconded and carried unanimously, and the meeting made special for the purpose of considering and deciding on the propriety of calling in the scrip of the company for registration. Mr. PARTRIDGE requested the collector to inform them whether anything they did in the way of calling on the shareholders to register would be legal, considering that on the scrip which was issued there was the privilege given not to register until a dividend was declared? The SECRETARY did not see any insurmountable difficulty in getting the shareholders to register; but if their object in so requiring them to register was to increase the capital of the company, he considered that that step would not materially assist them, as even then he doubted whether they would be justified in making a call on the present shareholders without the consent of the proprietors, as the shares had been taken in consideration that the limited liability was to 12. per share; and although, in the event of the mine being in debt, there could not be a doubt that each shareholder would be liable for the entire debts of the company, as in any other cost-book concern; still, until then he did not see how they could make a call. After some further discussion, in which it appeared that the shareholders could be compelled to register, and the Chairman stated that he could register a very large majority of the shares immediately, and together with his friends, considerably more than two-thirds of the mine, it was unanimously resolved that—Whereas the usual rule of the cost-book, no shareholder shall have power to vote, nor receive any dividend or dividends, unless he shall have registered his name and shares in the books of the company; and whereas the whole of the shares being now issued, it is resolved that a share register be at once provided, and that notice be sent to every shareholder by the secretary, requiring him to come in forthwith and register his shares; and that the foregoing resolution be advertised in the Mining Journal, and two of the morning papers.—The meeting then separated.

OLD TREWETTER CONSOLS.—A rule nisi for sale of the materials of this mine having been obtained in the Stannaries Court by Mr. Stokes, a petition from some of the adventurers was presented by Mr. Chilcott, who hoped the Court would, thereupon, order that the decree of sale should lie in the office, and be suspended for a certain time. He then read the petition, which was from (Samuel Lewis, James Fatten Ansell, Horatio Beaumont Burns, and George Marsh Lathorn, the committee of management on June 19 last. That they found by the auditor's report, dated May 23 last, that there were claims upon the co-adventurers amounting to about 7000. In consequence of 2000 of the shares remaining unissued, the petitioners were unable to make a call upon their co-adventurers for a contribution to defray such expenses. That on June 19 they were authorised by co-adventurers in the mine, holding 4820 shares, to raise 7000. for defraying the debts, and the several co-adventurers then signed an agreement undertaking in six months to contribute rateably to reimburse the amount which might be raised. That at a meeting of the petitioners, held on July 11, it was resolved that in order to raise that amount a joint promissory note should be signed by the several parties who had, on June 19, authorised the petitioners to defray the debts. That such promissory note had been accordingly signed by the petitioners and their co-adventurers holding 4820 shares, and was, on Aug. 21, placed

in the hands of a solicitor, Mr. T. W. Youngshusband, of Bishopgate, London, to procure the amount; and that Mr. Youngshusband had assured them that within a month from Aug. 11 there will be raised sufficient to defray the debts against the mine. That the petitioners had instructed him at once to procure sufficient money to discharge the claim, which he had promised to do. They, therefore, prayed that the order for sale of materials should not be pronounced until the expiration of one month from the presenting of this petition. Mr. Stokes, on the part of the plaintiff, said he was sure the solicitors in the case, Mr. Wallis, of Bolin, and Mr. Hambly, of Wadebridge, would not wish to do anything unreasonable in the matter, and thought it likely that time would be given in the case. The Vice-Warden said he should make an order absolute for sale, leaving the period of its execution to the discretion of the Registrar, who would confer with Mr. Stokes on the subject. Mr. Stokes then made a similar motion respecting the same mine in Rickard v. Keast, a creditor's petition. An order absolute was granted, and this and the former case were consolidated.

LIABILITY OF ADVENTURERS.—EAST WHEAL VOR.—At the Stannaries Court, a suit, Gray v. Strickland, was brought against adventurers and machinery of East Wheal Vor, for recovery of 317. 10s., for charges of plaintiff in furnishing drawings and plans of a 40-inch cylinder engine and engine-house, between January, 1853, and January, 1855, and for journeys.—Mr. Roberts and Mr. Hockin appeared for plaintiff, Mr. Stokes and Mr. Henry Rogers for defendant.—Mr. Roberts, in support of plaintiff's case, put in various letters of defendant to him, and also letters of defendant to Messrs. Oatey and Sons, who constructed the engine; in these letters the plans in question were referred to, and in support of the contract evidenced by them, John Martin was called, who stated that he was manager of Messrs. Oatey and Sons' foundry. He proved the defendant's hand-writing, and stated that the engine was prepared in conformity with Mr. Gray's drawings, who frequently attended at the foundry to see the progress of the work, and the witness considered that the sum claimed by plaintiff was not an excessive remuneration. He also stated that the drawings were accurate—so much so that the models prepared from them had been used by Messrs. Oatey and Sons for engines subsequently ordered for other companies. This witness was cross-examined at some length by Mr. Rogers as to inadequacy of various parts of the engine, and as to delays occasioned by the drawings not having been furnished when required. But at this stage of the case the Vice-Warden enquired whether the real case was not the liability of the adventurers and of the mine to pay for this work, rather than the amount to be paid? and Mr. Stokes then proposed that the case should for the present be confined solely to the question of liability; leaving the other question, as to the amount of remuneration, to be afterwards considered, if necessary.—This closed the plaintiff's case, and Mr. Hockin summed up the evidence. Mr. Stokes, for the defendant, and for the mine and machinery of the adventurers, which it was sought to fix by the present suit, stated that the evidence would be to the effect that plaintiff had notice before he commenced his drawings that the adventurers would not employ him, and would not accept his drawings; and that he agreed to perform the work on the credit of the defendant, Strickland, individually. Mr. Stokes contended that the subsequent payment by the adventurers for the engine itself could not, under these circumstances, be considered as an adoption of the plans and drawings; and the plaintiff, therefore, must rely on his common law remedy, as against the defendant Strickland, who admitted his liability to pay. He would put in the cost-book, and show that at the time when the plaintiff offered to prepare drawings for the engine, it was resolved by the committee that no engine should be ordered without the concurrence of a general meeting; that such general meeting was not held until several months afterwards; and that at such meeting there was an express resolution, confining the contract to the supply of an engine by Messrs. Oatey and Sons, at a given price, which price had been paid to them. Defendant was then examined at considerable length; he stated that he was a friend of the plaintiff, and, as such, had endeavoured to secure for him not only the preparation of the plans, but also the erection of this engine; that, accordingly, he introduced plaintiff in Oct., 1852, to one of the committee in London—Mr. Carlin, of Gracechurch-street—and proposed that plaintiff should be employed; Mr. Carlin stated that both he and Mr. Dunt, another member of the committee, had strong objections to Gray being employed, in consequence of his being a defaulter in another mine in which they were concerned, and Mr. Carlin, defendant, declared that he employed Gray. Defendant stated that the substance of this interview he told Gray that if he would propose the plans, he (Strickland) would individually pay him, and that he must not look to the adventurers; and the plaintiff was satisfied with this arrangement. Defendant also stated that his reason for expediting the plans and engine was that he was a very large shareholder in the mine, and was apprehensive that the lord would declare a forfeiture of the set if the engine were not put up; he, therefore, determined to risk the expense of the plans and engine on his own account. Witness was cross-examined by Mr. Roberts, and admitted that he had acted throughout in the management of the mine, but that he was not appointed an agent for a considerable period, and that all he did was gratuitously. He also admitted that he had become embarrassed in circumstances in 1854, and that he had prepared to petition as an insolvent debtor, but subsequently withdrew his petition. Mr. Carlin was also called on the part of the defendant. He stated that he had been a shareholder with Gray in other mines, in which Gray was a defaulter; and that in October, 1852, when Mr. Strickland brought Mr. Gray to him, and proposed he should be employed to prepare plans and act as engineer, he refused so to employ him, and told him that if he prepared any plans they would be sent back to him, for the company would have nothing to do with him. Mr. Henry Rogers summed up the evidence on the part of the defendant, comparing the letters of the plaintiff himself with the statements of Strickland and Gray, and contending that the effect of the whole was to show that the contract was a private one between Strickland and Gray, and did not affect the adventurers generally, or their property. Mr. Roberts replied on the entire case, and then proposed to call plaintiff to contradict the statements of Gray and Strickland. This was objected to on the part of the defendant, on the ground that Gray, the plaintiff, ought to have been called in the first instance to substantiate his case; but that now he had heard the whole of the evidence, and saw the point on which the case turned. The Vice-Warden thought that under the circumstances, it was right that the plaintiff should be examined.—The plaintiff was accordingly sworn, and stated that the interviews spoken of between himself Strickland and Carlin did take place; but that it was untrue that Strickland had told him, and that he (witness) had agreed to prepare the plans on Strickland's credit alone; and that it was also untrue that Carlin had refused to allow him to be employed; he also stated that the only question between them was merely a matter of feeling respecting unpaid costs in another mine; but the payment of these costs was not made a condition of his being employed. After further hearing the advocates, the Vice-Warden gave judgment, stating that he had formed his conclusion in a great measure from an examination of the cost-book, and of the letters that had passed between the parties. He disallowed plaintiff's claim on account of plans for the engine-house, but allowed his charges for drawings supplied to Mr. Oatey for the engine, and for journeys connected with its erection; the sum to be awarded him to be settled by reference to some competent person.

At the Court of Bankruptcy, on Wednesday, John Mayhew, of Clarence Villas, Mortimer-road, Kingsland, and Leadhall-street, dealer in mining shares, applied for his certificate. He owed to unsecured creditors 1451.; secured ditto, 778.; liabilities set forth at 1172.; profits, legacy, and income, 8721. The property surrendered was household furniture and effects, estimated to realise 451.; property in hands of creditors, 2951.; bills receivable held by creditors, 4441.; bills held by various parties, 14701. Mr. Commissioner Holroyd said the Court could not award a higher certificate than one of the third class, as there was no misfortune; but in the absence of opposition, the bankrupt might take his certificate immediately.

Mr. J. B. Brencley, in his Price List, makes the following remarks:—"The mining market seems to have thoroughly recovered its equilibrium: a long period of inaction and extreme depression has at length been followed by renewed confidence from without, and active dealing within. Time was when the ban of capital laid heavily on mining securities—when mining amongst monied men was a snare and a by-word, and when the mining shares were not classed with the current investments of the day—and when, by consequence, the number of investors was small, and capital for this particular purpose circumscribed; now, however, the case is reversed; mining stands boldly forth, and claims a prominent position amongst the popular investments of the day; the mining market is no longer held at the corners of streets, dismembered and ungoverned; the Mining Exchange has supervened on this chaotic state, and the members have assumed a status worthy of the large amount of capital represented by the securities in which they deal, and commensurate with the great advantages that mining affords to the investing public. At one time it was, as a rule, for some time, the fashion for unsuccessful speculators, who they knew or fools, to attribute their losses to dealing in mining shares, whether the assertion be true or not. Until the establishment of the Mining Exchange, the members of the market had no means of giving any authoritative check to such impertinences; and it is but fair to suppose that the reputation of British mining has, in some measure, suffered thereby; but if any one will fairly investigate the causes which have resulted in some of the most notable losses in British mining, he will find that the prime agent has been infirmity of purpose, exhibiting either gross mismanagement, imperfect aims, or a lack of patient determination, whilst, on the other hand, prudent forethought, and steady, determined perseverance, have rarely failed in their reward."

Shall we encourage the right men for the right places? The recent attack on Swenborg possesses a feature which never before occurred in the annals of warfare, where such immense destruction was done on the enemy within a place so strongly fortified, and so completely without the assailants losing a single man. This was accomplished by the aid of a class of vessels which carried "mortars," and "shells" to the place of destruction. This class of vessel was unknown to our Navy, or to any other, until suggested to the Admiralty by Mr. John Gill, who was an officer in the Dock Yard at Deptford. As a consequence, the Admiralty at once ceased to order any more of the old class of bomb ships then in use, and the Terror, Thunder, and Vengeance, are names which no longer belong to those old 500 ton ships. Soon after this war was begun, Mr. W. E. Gill, C. and M.E., of Totnes, in Devonshire, took occasion to offer the Admiralty to his father's plans then at the Admiralty, together with a full exposition of their advantages, and their peculiar adaptability to the present war, from their superior range, and by firing the shells over the stern the vessel presented the minimum object to the enemy for attack, whilst its position could be altered easily. The Sigsbee and the Dark, lighters, were immediately so fitted, and their success warranted the building of vessels on purpose. These have now nobly verified the soundness of the proposition, and have created an era in warfare. The question occurs, is Mr. Gill at all likely to have more from his grateful country than permission to enjoy the proud satisfaction of his having rendered to her this invaluable service? We shall see how others can be encouraged to think for the country's glory; or if it is still more profitable to plod on in listless, sapless, dull routine. We are in want of a few Tottenbergs just now, and are also anxious to know where they will be looked for, and how appreciated when found. Of Mr. Gill personally, his name is so familiar to our readers that we do not feel called upon to advance much more than this, that he is a gentleman who is a well known, frequent, and most desirable contributor to our original matter. As a correspondent, he honourably affixes his name to his letters, and has evinced much sound, practical, and scientific professional knowledge, with deep and high-toned originality of thought in their construction. He is no servile imitator, nor is he the person who is timid and defended in these columns been ever called on to succumb to superior talent or argument. This is going far, certainly, on our part, but we all know, for instance, how earnestly and correctly Mr. Gill exposed, and that comparatively single-handed, the fallacy of "the Berdan folly," even when Mr. Berdan tauntingly offered him some 600 so-called successful experiments as so many presumed proofs of Mr. Gill being in error, and possibly to secure, also, the 130,000, which he, Mr. Berdan, was on the point of receiving. But Mr. Gill was not to be diverted; his experience penetrated the specious, impudent confidence in his judgment, and served his purpose; he was proved to be right. The result, our readers are all aware, went, if possible, to establish the integrity and confirm the soundness of Mr. Gill's judgment. And now we have another, a noble fact. What can be this gentleman's reward this time, my Lord Palmerston? Can the fall of Swenborg live on the scroll of fame, and the author of its success be neglected? Impossible.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The lode in the Field's engine-shaft, sinking below the 130 ft. level, is worth for copper ore 20s. per fathom. We expect to commence driving the 140 ft. level next week. The lode in the 130 ft. level, east of this shaft, is worth for copper ore 40s. per fathom. There is no change in the driving in the 80 or 90 ft. levels south of Davey's shaft. We are making preparations to resume the driving of the 70 ft. level, north of this shaft, for the purpose of intersecting the north lode. The tribute pitch that was set in the 60 ft. level is opening much better than was expected. —M. WHITE: Aug. 27.

BASKET GRAZE UNITED.—The jack pitches at Wheel Widden never looked better, and as we get deeper copper is increasing. We have set the shaft to clear up under the adit level for 30s. per fathom. When we are down to a deeper level I think we shall have a good mine. At the engine-shaft we have had nothing new for the past week, but expect to cut the lode in the cross-cut daily. —J. ROBERTS: Aug. 27.

BALYVIRGIN.—I am led to believe that the lode in No. 2 cross-cut is running a few degrees west of north, or east of south. In No. 1 cross-cut we only cut last Friday into what I suspect is the lode in No. 2 cross-cut; the forebore is all copper and sulphur. I am taking the cage off the pumping wheel, and putting it into another shaft, and preparing to bring up ore and stuff in a more speedy way. —RICHARD W. SMITH: Aug. 28.

BEDFORD CONSOLS.—We have set the winze to sink by six men, at 4s. per fathom; here we have a fine lode, consisting of peach, spar, mundle, and copper ore, with every prospect of soon having a good course of ore. We have also set the middle adit to sink by six men, at 4s. 10s. per fathom; we have evidently a change of ground coming for the better; the men are working night and day, and are pushing on with all speed to get under the ore ground, which will give near 40 fms. of backs. We have sent two men to clear the old shaft eastward, and find good stones of copper ore. You will receive a good rock of copper ore taken from the winze, which will convince you of our having a large and productive lode, and precisely similar to that taken from the same lode in Lady Bertha, adjoining. —J. HANLEY.

BOILING WELLS.—The shaftmen are still cutting a pit in the 60, and are getting on well; we hope to finish cutting pit, and ease and divide the shaft from the 50 to the 60, in about a fortnight from this time. The eastern end in the 50 is producing good stones of ore; leaving tribute ground: we still continue to drive on the north part. The eastern end in the 40, on the north lode, is producing some stones of ore—leaving tribute ground. We are also driving west on this lode in the 40, which is leaving tribute ground. The eastern end in the 30 is improving; the lode in this end is 3 ft. wide. We are driving on the south part of the lode, which has a promising appearance, producing about 2 tons of good ore per fathom; the north part of this lode is mixed throughout with copper ore. The new winch-shaft is now 12 fms. below the surface. —G. RYLANDS: Aug. 25.

BOLENGE.—In the 50 ft. level east the lode is 3 ft. wide, kindly, and letting out more water than usual. The lode in the 30 ft. level continues 4 ft. wide, with a promising appearance. No alteration in any other bargains. —W. ROBERTS: Aug. 25.

BORINGTON CONSOLS.—Annie's shaft is sunk 17 fms. 3 ft. below the 24, which makes 60 fms. 3 ft. from surface. The cauter lode is larger, and a very promising appearance. All other parts of the mine are much the same as for some time past. —W. GORDON: Aug. 30.

BOTTLE HILL.—We have not yet reached the lode in the 123 ft. level north. The stopes throughout the mine are yielding favourably. In the 12 north we have met with a branch about 10 in. wide, composed of spar, capels, and mundle, but continue to drive north towards the lode. The lode in the 100 ft. level west is becoming larger and more promising. —J. GIFFORD: Aug. 29.

BRONFLOYD.—The lode in breast of adit is still improving, with rather more ore in it. No. 2, or new shaft, is down 12 fms., strong mineral ground throughout, with spots and small strings of ore in every part. —J. JONES: Aug. 30.

BRYNTAIL.—The 10 ft. level east, on the new lode, is still very promising, and at present will produce 1 ton of ore per fathom; price for driving, 4s. 10s. per fathom. There is also a small branch of ore in the rise. —J. ROACH: Aug. 30.

BUTTERDON.—The lode has not been taken down to the north of the slide since last reported. —T. GUNFILL: Aug. 27.

CAE-GYNNON.—The 20 ft. level west is producing good stones of lead ore, but is not being driven on the most productive part. The stopes over this level are very productive for the width opened (9 feet), but we are not yet through the lode. The stopes east of winze produce 7 cwt. per fathom. We have put the engine-shaft men to open the lode to its full width this week. We have shipped 9 tons of blende, and shall sample 25 tons of lead ore on the 31st inst. —E. STEWART: Aug. 28.

CALSTOCK UNITED.—Since last report we have had to fix three different plungers in the 40, at the pump shaft, owing to imperfections in the plunger case received from the foundry, which has caused much delay in forking the water. The mine is now, however, in work below the 50, and the engine keeping the water with five strokes per minute. Every man will go into his place to-day. The engine and all the machinery are now working well. —WILLIAM COOKE: Aug. 27.

CAMBORNE CONSOLS.—In the 33 ft. level cross-cut, north from Tindal's shaft, the ground is improved. The 10 ft. level east on the cauter, produces stones of ore. —W. ROBERTS: Aug. 25.

CARVANNAL.—In the 106 ft. level west the lode continues 1½ ft. wide, worth 10s. per fathom. In the last month the adit has produced 12 tons of ore. The tribute pitches are looking tolerably well. —W. ROBERTS: Aug. 25.

CARVATH UNITED.—I was underground here yesterday, and beg to send you a report. I found the 10 ft. level extended on the lode east and west about 15 fms., the whole of which is a good tiny lode, and some places good for copper. Throughout, the lode is better in the bottom of the level, affording a confident hope that it will be found rich at the 20 ft. level. I am happy to say the lode continues in each east and west, just the same as we have been passing through, large and mineralised, the entire of which is nearly all saving work, and the ends being driven for 35s. and 35s. per fathom. This will open out an extensive mine, cheap and rapid, and having a great extent on the course of the lode, I congratulate each shareholder on the highly encouraging prospects. The engine-shaft is sunk 3 ft. below the 10 ft. level. I calculate reaching the lode in the 30 ft. level in about three months. My opinion is we shall have much copper in deeper levels. —J. WISE: Aug. 28.

CLARA.—The 20 end, west of cross-cut, is much improved within the last week; the lode has become settled, and is 4 ft. wide, producing at least 15 cwt. of lead ore per fathom. This end has a very promising appearance, and shows every indication of a greater improvement. —S. TRENTMAN: Aug. 29.

CROSS-GILL HEAD.—The 17 ft. level is now cleared to the south end, and the men have commenced driving south, which will be pushed on with all possible speed. The first east and west vein, which this level will intersect, is supposed to be about 30 fms. to the south of the present end; this vein has made great quantities of ore in the Cross Gill Mine, and good results may be expected when discovered by the driving of the present level. A little time will be taken up in holding the shaft for air, after which the ground will drive at 30s. per fathom. Mr. Calvert's plan of sinking on the east and west vein might do very well had it been spring instead of fall, but the weather will not admit of surface work in a wild country at this time of the year. —W. JEFFREY: Aug. 22.

CUBERT UNITED.—At Trebickin, the lode in the 65, west end, is 10 inches wide, composed of quartz, prism, mundle, and a little lead, worth 1 to 2 cwt. per fathom. The stopes in the back of the 35, west of shaft, are worth 6 cwt. of lead per fathom; the stopes in the back of this level, east of shaft, are worth from 2 to 3 cwt. of lead per fathom. At Trebickin, the shaftmen will resume sinking the engine-shaft some time in the early part of next week. The stopes in the back of the 66, south of shaft, are worth 6 cwt. of lead per fathom; there has been no lode taken down in the 60, north end, for the past week. The same is applicable to the 56, north of engine-shaft. The stopes in the back of the 66, north of pump winze, are worth 2 tons of lead per fathom. The lode in the 36 end, south of pump winze, is 1 ft. wide, composed chiefly of quartz, with a little lead; the lode in the 36 end, west of shaft, is worth 4 cwt. of lead per fathom; the lode in the 36 end, east of shaft, is worth 4 cwt. of lead per fathom. We have on the mines, dressed and undressed, about 40 tons of good lead ore. —J. TAYNIN: Aug. 25.

CWMDVLE.—I have no alteration to report relative to the stopes throughout the mine. The men at Pascoe's I intend to remove to No. 6 level. I hope to get the 12 heads of stamps attached to the crusher in about a fortnight. A cargo of ore has been shipped for Liverpool this week. —T. COLLIVER: Aug. 25.

DEVON BURRA BURRA.—During the past week, the cross-cut has been driven a distance of 2 fms. The stream of water issuing from the end increases, and the ground possesses every indication of a strong lode being not far ahead of us. In driving east the appearance is much the same as last reported. In the western end the lode is 2½ ft. wide, producing saving work; and the stopes in the back of this level is yielding 13 cwt. of rich ore per fathom. —J. LOMB: Aug. 28.

DEVON WHEAL BULLER.—The situation of this mine is very good indeed, being about five miles south of Tavistock, and is near to, and in the same metallic channel of copper-bearing strata, as Sorridge Consols, North Wheal Robert, &c. The sett altogether is very extensive, being, as I was informed, about one and a quarter mile from east to west on the course of the lodes. In a central position of the sett is a perpendicular engine-shaft, of good size, sunk to 50 fms. below the surface, at which point a cross-cut has been put out north, and in 11 fms. driving a lode (which had been before opened on the surface by shale pits and a trial shaft, from which, at 3 fms. deep, 6 tons of ore were sold) was cut, it being about 3 ft. wide, and worth about 2 tons of good quality copper ore per fathom, on the course of which the 20 has been, and still is, driving both east and west. In the present end of the western driving the lode is being desined, and is standing—a good course of ore, worth about 2½ tons of good quality copper ore per fathom; throughout the whole of the western driving the lode will average from 1 to 2½ tons per fathom. In the eastern level the lode, although not so productive as in the western driving, has turned out some good copper ore, and may be considered as a very promising one indeed, and there is every reason to believe it will improve, on being extended towards the cross-course. The western shaft is being sunk on the course of this lode, the present depth of which is about 7 fathoms from surface; the lode in the bottom thereof is showing an improvement, and from the good branch of yellow copper ore on the hanging wall, together with the appearances generally, I cannot but be of opinion that this lode will turn out to be a very productive and profitable one. About 80 fms. south of the lode just referred to, and which underlies south, there is another highly promising lode, whose underlie is north; best having a fair declination towards each other they will probably form a junction at a very convenient depth for the present engine-shaft, which is now in fair course of sinking below the 20, and between the two lodes referred to, which is quite in accordance with the general rules of good mining. I beg to recommend, for the future working of the mine, that the 20, at the engine-shaft, be prosecuted both east and west. The western shaft should be sunk as fast as possible, to communicate with the 20, coming towards that point; you should then drive west from your western shaft, and when the engine-shaft is down to the 20, and the lode intersected and fairly laid open, should the present course of ore continue, you will, with judicious management, not only meet your working costs, but pay handsome dividends to the proprietors, who may congratulate themselves on the brilliant prospects of this valuable young mine. —J. RICHARDS: Aug. 28.

—Since writing my report of yesterday, I have again visited Devon Wheal Buller, and beg to inform you that the lode in the western shaft is about 4 feet wide, composed of quartz, sugary spar, green carbonate, and yellow copper ore, producing some good saving work, and is altogether a fine looking lode. In the 20, driving east of the engine-shaft, the lode, as anticipated, is improved, and is producing very fine stones of yellow ore. In the 20, west of engine-shaft, the lode is somewhat larger, and for 2 ft. up from the bottom of the driving is a fine course of ore, worth 4 tons per fathom. The upper portion of the lode, also, is a course of ore. The fact of this lode being most productive in the bottom of the drivings speaks well for the rest

deeper levels, towards which I find the engine-shaft sunk about 8 fms., and I calculate about three months from this time the shaft will be down to the cross-cut driven, and the lode seen in the 32. —J. RICHARDS: Aug. 29.

DHURODE.—The ground in the deep adit and continues kindly for driving; the spar is more mixed with a dark elvan and killas, with strings of copper and mundle. The winze under the deep adit is sunk to the 10, and the pit is completed 7½ ft. by 3 ft., and we got good stones of ore out of it. We discovered in it a bunch of copper, going east in the killas and spar; we have commenced driving east, and the copper is getting better. We have good stopings in the bottom under the deep adit, on a branch of copper going down in the piece of ground between it and the winze. In the cross-course the ground has become very hard and stiff, but we are nearly through that channel of ground; it is chiefly a tough killas, with small branches of spar, spotted with copper. In the new shaft the ground is slow for sinking, chiefly a slaty killas. From the hanging wall in the shallow adit we have broken a quantity of good stamps stuff, and we have a great quantity of ground to the east of it, and above, that will make very good work for the stamps. The Valley shaft is squared down to 8 fms., and secured. We hope to reach the level by the end of the month; we have got some rich stones of copper in cutting down the western end, the ground is very kindly for copper. We have had some heavy showers of late, which have given us a pretty good supply of water, but at the time of the year the mountain streams very shortly dry up. We are not able to work more than four heads of stamps regularly, and are dressing to add to the pile as fast as we can. We are busy preparing the ground for the steam-engine and additional stamps, which we expect on the mine next week; when they are erected, we shall not be subject to the irregularity in working the stamps; as has hitherto been the case during the long dry season. —W. THOMAS: Aug. 28.

EAST BLACK CRAIG.—The engine-shaft is now down to the 43 ft. level, a small fork made, a collar put in, and the men began to drive west. After driving a few feet they will ease down the shaft, and bring down the winch-kibble to bottom. The men have reached the south wall in the cross-cut in the 33 end well, and are now driving west again on the former course. The men in the back of the 22 end will continue stopping from their rise west until setting-day, when they will come out of the shaft to drive the 20 end, and set the 20 end to the others on tribute. The pitches are looking much as they were last week. —R. WILLIAMS: Aug. 27.

EAST GOLDSOPE.—During the week we have been fixing top of the shaft and sinking the bob-bit, and by the middle of next week the walls will be ready to receive the bob, and the wheel will be all complete and set to work. The lode continues productive, and improving in depth, worth from 10s. to 12s. per fathom; and I have every reason to believe within six months we shall be able to pay all cost upon the mine, and divide a profit, which will be continued after that time. —J. FRANK.

EAST WHEAL GEORGE.—The ground at the shaft is without alteration. The tributors are earning fair wages. —Aug. 24.

EAST WHEAL RUSSELL.—The 66, driving east, is much the same as when last reported. We have not yet commenced to drive north in the 35 ft. level; the lode has much improved since my last report, and I have continued driving east, the part of the lode we are carrying being 3 feet wide, composed of capels, white spar, intermixed with goosan, with good stones of black and yellow ore, looking more promising than I have seen for some length of fathoms driving. The winze in the bottom of the level is also much the same as when last reported. —M. MURRAY: Aug. 30.

ESCAIR MWYN.—At the engine-shaft sinking below the 40 the ground is not quite so hard; the lode looks very promising, and is producing some good stones of ore. In the 40, which we set to drive west on Saturday last, the ground is favourable, but the lode is not so good as the 30, or the 20, in other levels, since last report, except in the 25, which has rather improved. —S. VIAL: J. PAUL.

EXMOUTH AND ADAMS.—The ground in Porter's shaft is still favourable, and good progress is being made therein. The end in the 40 cross-cut is in exceedingly good ground. The western lode is not yet cut, but water is issuing from all parts of the end, and the increase is perpetual; from the strength of the water, we reason that the lode is near, and that, when it is discovered, it will be found in a large body. We cut two small branches or feeders last night, which are dropping into the lode, carrying lead with them. The 20 south is producing stones of lead, and indicates an early improvement. The 20 south, on the barytes lode, is producing 4 ton per fathom, and the end is laying open highly productive ground. The stopes and pitches throughout the mine are looking well, and vary in quality from 4 ton to 5½ tons per fathom. —N. PAUL: Aug. 29.

FEE DONALD.—The lode in the Sunday end, driving west, is much improved, and is producing saving work for lead. The lode in the back, stopping on the lode east of Antimony, is worth 6 cwt. of lead ore per fathom; the bottom of the level, stopping west on this lode, is worth 5 cwt. of lead ore per fathom. I am happy to say the mine looks more favourable than for some time past. —J. MURPHY: Aug. 28.

FRANK MILLS.—The lode in the 45 end south has improved very much since yesterday morning; there is now a branch near the footwall, containing good work, which we are saving. In the 45 north the lode is not so good as when reported on last, yet we are still getting some good work from this end. The engine-shaft is sinking very favourably. The east lode is without any material alteration since last reported. —J. P. NICHOLLS: Aug. 29.

GEIFRON.—I have set Pearce's shaft to nine men, at 12s. 10s. per fathom; they have sunk in the past month 2 fms. 3 ft. 8 in. I hope by the end of September we shall be deep enough to enable us to cut ground for bearers and clisters, to fix the lift of pumps. —Aug. 27.

GREAT CRININ.—The mine continues to look as well as when last reported on, and we expect next week to sample a good parcel of copper and silver ore. —Aug. 31.

GREAT DOWGAS UNITED.—On Saturday last, the engine-shaft was set to case and divide from the deep adit to the 10 ft. level, out a pit, &c., per bargain, 23s. To drive east of the engine-shaft in the 8 ft. level, on the copper lode, by two men, at 90s. per fathom, 2 fms. To stop the back of the copper lode in the 8 ft. level, by four men, at 70s. per fathom, 4 fms. To stop the copper lode below the 5 ft. level, as directed by the agents, at 70s. per fathom, 4 fms. A bargain, by two men and one boy, to clear out the shallow adit level, to be enabled to drive west on the copper lode, 30s. To clear a winze below the deep adit level, by four men, at 15s. per fathom, 5 fms. In the deep adit level, to drive east of Trevanion's shaft, on the goosan lode, by four men, at 35s. per fathom, 4 fms. In the shallow adit level, to drive east of Trevanion's shaft, on the goosan lode, by two men and one boy, at 45s. per fathom, 2 fms. The level 25 fms. from surface, at the eastern shaft, to drive east of the goosan lode, by four men, at 80s. per fathom, 4 fms. To stop the copper lode in the 25 ft. level, as directed by the agents, by six men, at 140s. per fathom, 2 fms. To drive the 25 ft. level west of eastern shaft, by two men, at 40s. per fathom, 2 fms. A pitch for tin on the goosan lode, in the back of the level 25 fms. below the surface, east of the eastern shaft, to four men for two months, at 10s. in 17. In the same back, a pitch to two men for two months, at 10s. in 17. A pitch in the back of the deep adit, west of Trevanion's shaft, to four men for two months, at 11s. 6d. in 17. Another to four men for two months, at 13s. 4d. in 17. In all cases at 40s. per ton for the tin, which we are now sinking at 70s. per ton. A pitch in the back of the 5, east of the 40, to four men for two months, at 12s. 6d. in 17. You will see by the above that at the engine-shaft we have cleared the 10 ft. level, commenced to cut a pit, &c., and put a part of men to drive west on the copper lode; and by extending this end about 10 fms., we shall come under the rim of ore ground that is seen going down in the bottom of the deep adit. In the 8 ft. level, driving east of the engine-shaft, the lode is 3 feet wide, and worth 5s. per fathom, and the stopes in the back of this level are worth 6s. per fathom for tin and copper. In the deep adit level, driving east of Trevanion's shaft, the lode is 5 ft. wide, and worth 5s. per fathom. In the shallow adit, driving east of same shaft, the lode is 4 ft. wide, and worth 5s. per fathom. The eastern shaft is down about 20 fms. The eastern shaft is down 5 fms. below the 25 ft. level, where the lode is worth 7s. per fathom. In the winze sinking below the 25 ft. level the lode is worth 25s. per fathom for tin and copper. In the end driving east of the 25 ft. level the lode is worth 5s. per fathom, and the end west is producing saving work for tin. I send you the tin bills, by which you will observe that we obtained 70s. per ton for Friday last. —P. FLOYD: Aug. 27.

GREAT POLGOOTH.—Two winzes have been communicated with the 106 and 116 ft. levels, and two new pitches set at a farthing in 17. The ground is favourable in the shaft, which is being pushed to a 126 ft. level.

GREAT SORTIDGE CONSOLS.—Hiechin's engine-shaft is now down 19 fms. under the adit, making altogether from surface 25 fms.; the ground is of that beautiful light blue clay slate, of much the same character as before stated. —THOMAS METHERELL: Aug. 30.

GREAT SOUTH TOLGUS.—The lode in the 80 is 2 feet wide, producing stones of copper ore. The 70 is suspended, and the men put to rise against the winze sinking below the 60. In the 50 the lode is 1½ ft. wide, producing 1½ ton per fathom. In the 40 the lode is very much improved, being 1½ ft. wide, producing 1 ton per fathom. In the past month the air has been so bad in the 40, 50, and 60 ft. levels, that the men could not do half labour; this is owing to these levels being extended so far west of Noel's shaft, but the new shaft in the course of a few months will ventilate the mine throughout. —J. DAW: Aug. 25.

—The 40 and 50 ft. levels are much improved; the 40 is worth 10s. per fathom; the 50 is worth 15s. per fathom. We have five tribute pitches working, employing ten men—viz., one in the back of the 70, at 6s. 8d. in 17; two in the back of the 60, at 2s. 6d. in 17; two in the back of the 50, at 3s. 4d. in 17. —JOHN DAW: Aug. 30.

GREAT WHEAL ALFRED.—Painter's engine-shaft is sunk 4 fathoms below the 170 ft. level, lode yielding good stones of copper ore. In the 170, driving west of Painter's shaft 27 fms., the lode in the north part yields 1½ ton on the average, and in the past month the air has been so bad in the 40, 50, and 60 ft. levels, that the men could not do half labour; this is owing to these levels being extended so far west of Noel's shaft, but the new shaft in the course of a few months will ventilate the mine throughout. —J. DAW: Aug. 25.

—The 40 and 50 ft. levels are much improved; the 40 is worth 10s. per fathom; the 50 is worth 15s. per fathom. We have five tribute pitches working, employing ten men—viz., one in the back of the 70, at 6s. 8d. in 17; two in the back of the 60, at 2s. 6d. in 17; two in the back of the 50, at 3s. 4d. in 17. —JOHN DAW: Aug. 30.

GREAT WHEAL ALFRED.—Painter's engine-shaft is sunk 4 fathoms below the 170 ft. level, lode yielding good stones of copper ore. In the 170, driving west of Painter's shaft 27 fms., the lode in the north part yields 1½ ton on the average, and in the past month the air has been so bad in the 40, 50, and 60 ft. levels, that the men could not do half labour; this is owing to these levels being extended so far west of Noel's shaft, but the new shaft in the course of a few months will ventilate the mine throughout. —J. DAW: Aug. 25.

GREAT WHEAL BADERN.—The ground at the new engine-shaft is still favourable for sinking, and the men are progressing as fast as possible. The lode in the 51, east from new engine-shaft, is not quite so well as when last reported, in consequence of having met with a hard elvan, but we expect to get through it and have plenty of lead in another week. The lode in the 61 west is not quite so hard, and producing a little more lead. In the 40 ft. level, south on the cross-course, the lode is about 1 foot wide, producing pretty good work for lead. The 30 ft. level is much the same as when last reported. The stopes and tribute pitches throughout the mine are looking pretty well. We are, and have been, working about the dam as fast as possible, and did expect it would have been completed before this. The masons have had a deal of trouble in fixing the foundation, on account of so much water. However, we expect to have it finished by Thursday evening next. —J. ROBERTS: Aug. 28.

GREAT WHEAL VOR.—Main Lode: In the 70 ft. level, east of Crosses' cross-cut, the lode at present is worth 20s. per fathom. Wheal Grow: No. 33, East of Woolf's cauter the lode is now worth 20s. per fathom. Wheal Metal: No. 51. In the winze in the bottom of the 40 ft. level, west of shaft, the lode is worth 30s. per fathom. No. 3. In the stopes east of No. 3 winze, the lode is worth 15s. per fathom. No. 6. In the stopes in the back of the 60 ft. level, east of No. 6 winze, the lode is worth 45s. per fathom. No. 37. In the stopes in the back of the 60 ft. level, west of shaft, the lode is worth 45s. per fathom. No. 34. In the stopes in the bottom of the 50 ft. level,

west of shaft, the lode is worth 15s. per fathom. No. 40. In the stopes east and west of the winze, in the bottom of the 40, east of shaft, the lode is worth 30s. per fathom.

HAWKMOOR.—At the eastern shaft, we have been sinking by the side of the level east, and opening ground in the west end of the shaft for pit. In the 30 ft. level east the lode is 4 ft. wide, producing some good floors of blue-spar and a very kindly lode. In the 20 fathom level the lode is not quite so large as was, still a very productive one. The pitch in the midway level is being worked by men, and is looking well; the other pitches are without any material alteration. We have been sinking on the course of the lode in the western part of the sett this week, and producing good goosan, with spots of quartz and ore; we shall continue to sink as far as the water will allow. —JAMES HENRIKS: Aug. 25.

HENDERSON CONSOLS.—I have been underground to-day, and finding the mine improved, beg to send you my report in time for the special meeting of to-morrow. The lode at Woolcombe's engine-shaft is improved, both in size and quality, being 2 ft. wide, yielding good stamps work, with every prospect of becoming more productive. In the 30 cast the lode is 12 inches wide, producing tin, but not rich. The lode in this level west is 2 ft. wide, composed of goosan, quartz, and a little lead. The lode in the 20 ft. level, west of the 30, is 2 ft. wide, and is the best of the latter good work, leaving backs that may be taken away to profit. The lode in the end is most promising. In the 10 cast the lode has been discovered by a cross branch, and at present unproductive. The stopes are yielding work for the stamps. On the whole, the mine has not looked so promising as at present since my appointment. We calculate there is about 3 tons of tin at surface, and should the present improved prospects continue, there is no doubt of a small sampling of 4 tons being made in a short time. —J. GIFFORD: Aug. 27.

HINGTON DOWN CONSOLS.—I have nothing new to report this week, so change of importance having taken place. The sampling on Friday next, will be from 250 tons of average quality ore. —W. RICHARDS: Aug. 29.

HOLMBUSH.—The lode in the 145 west, on the Holmbush lode, which is again a course of driving, is producing 1½ ton of ore per fathom. The stopes in the back of this level are producing 2½ tons of ore per fathom. In the level driving east the lode is producing 1 ton of ore per fathom. The lode in the rise in the back of the west of the lead lode, is yielding 1 ton of ore per fathom. The sale of copper ore the 23d inst. amounted to 1027½ lbs. —JAMES HENRIKS: Aug. 25.

IYBRIDGE.—We commenced hauling from the 55 ft. level to-day, but find it shall be obliged to enlarge the pit before we can do much in that level, the prospect not being more than from 4 to 5 feet high. We have also begun clearing the north, and shall very shortly get where the former workers left off. We find some stones of lead in the stuff that we are removing, and there is every appearance of finding good lead ground in that direction. The ground in the cross-cut in the 40 towards the new shaft, continues much the same. The lode in the 40 south is without any material alteration. The lode in the back of the 40, and also in the back of the 32, is much the same as I reported last. We have put in the 20 ft. level, and are driving south to cross-cut west, and have 25 feet to drive to set the western shaft. The engines have commenced to leave in the engine. We shall sample, on Tuesday next, 50 tons of lead. The general operations of the mine are progressing very satisfactorily. —H. JAMES: Aug. 30.

KELLY BRAY.—Setting on Saturday, Aug. 25: Two ends to drive in the 100, 10 men, 1 ft. stent in each end, at 9s. per fathom; we intend to drive these in the junction of the north and south lodes, where we hope to meet with success. The east end is set to six men, at 10s. per fathom, 1 ft. stent; the lode which is 2 ft. wide, yielding 3 tons of ore per fathom, worth 8s. per fathom. According to Mr. Webb's drilling, of 25th inst., there are 3½ fms. further to drive to set the 100 ft. level, and the 20 ft. level, east of shaft, at this point. The 90 west is set to six men, at 10s. per fathom, 1 ft. stent; this end is driven 12 fms. 3 ft. west of shaft; the lode is 1½ ft. wide, yielding stones of ore of good quality. We hope to reach the small cross-course we passed through in the 80, by the end of Sept., where we met with a productive lode in the above-named level; and we have every reason to expect the same in the 90, as there is a healthy lode, goes down in bottom of 80, to the west of cross-course. The 50 west is set to 5s. per fathom, the takers having 1½ in 17 for the ore which the break in the end, as they have the same tribute for the pitch in the back; the lode is just as it was when you last saw it, and is much the same as the 80, but is hard for breaking. The cross-cut in the 90 is set to four men, at 12s. 6d. in 17, 1 ft. stent. We set a pitch in back of 90 west, on Saturday, at 12s. 6d. in 17, and one back of 80, at 11s. in 17; one back of 80 east (a pitch), at 13s. 4d. in 17; the other two, the time not being out. We have five pitches, working at an average tribute about 12s. 3d. in 17. The adit is set to four men, to drive, at 2s. per fathom, 3 fms. stent. The adit shaft is set to four men, at 3s. per fathom, 2 fms. stent. —S. JAMES.

KILRAINE.—In the winze sinking under the 8 ft. level, the lode is 15 in. wide, yielding 4 ton of lead ore per fathom. In the 30 ft. level, driving east, the lode is 2 feet wide, producing good stones of lead ore, from the appearance of which I daily expect an improvement; in the same level west the lode is unproductive. I expect to make a communication from the winze to the 30 ft. level, and in a fortnight, when I shall be able to put some men to work on the ore ground. The winze and pumps purchased at Bangor-on-Dee are all on the mine, and will be immediately, which will reduce the cost of drawing. —M. ROBERTS: Aug. 27.

LADY BERTHA.—I have to-day inspected this mine, there being a report in the district that they have a great improvement in the mine, and on my reaching the I met some agents, inspecting for some gentlemen in Plymouth. I found an adit driven on the course of the lode about 10 or 11 fms., which is of the most promising character, although in a little disturbed state, and the ground seems disordered, in going down the winze, which is sunk about 5 fms.; I never saw such a change of a lode; I should say it is full 7 ft. wide; in fact, I cannot say the exact size, but it is composed of yellow copper ore, intermixed with strong malleable ore, and has never been in any lode so near the surface. In going on the ground east of the lode, we have opened on the back of the same lode, which is large, and of a very promising appearance, composed of capels, mundle, goosan, and strong spots of yellow ore. There is also further east a fine cross-course as I ever saw; I have no hesitation in saying that it is one of the most promising young mines I have ever seen. I do think that there is great credit due to Capt. Gosw for his indefatigable labours in opening such a promising mine for the proprietors. The adventurers will have promising results in Lady Bertha, and it has often been said, which now proves to be true, that the best mining one in the two counties. —J. RICHARDS: Aug. 27.

There is a considerable improvement in the winze below adit; the lode is producing malleable, strong yellow copper ore, coated black, embedded in prism, and rich quality; this forenoon we are dressing the lode, and it must all be saved as far as possible. The winze is now nearly 6 fms. deep, and as dry as possible, and by the day fortnight it will be down to the 10 ft. level. We have commenced dressing, and will soon go to sampling. The fine stones of ore which I sent you up to London, I am sure, put all the shareholders in good spirits. —J. GOSW: Aug. 28.

I paid a visit to the above mine this afternoon, and am happy to inform you that a change has taken place; the lode is very large, there being neither north or south lode opened on the winze. The north part of the lode is composed of goosan, prism, and black and yellow ore of a rich quality. In going on the ground east of the lode, we have opened on the back of the same lode, which is large, and of a very promising appearance, composed of capels, mundle, goosan, and strong spots of yellow ore. There is also further east a fine cross-course as I ever saw; I have no hesitation in saying that it is one of the most promising young mines I have ever seen. I do think that there is great credit due to Capt. Gosw for his indefatigable labours

Company. The above was the only one of the kind, and was the only one of the kind.

METAL MARKET, London, Sept. 1, 1855.

REMARKS.—Our market continues to be well supported. Buyers enter into contracts more freely, and present prices are readily obtained. Judging from appearances, it would seem that we are not likely to have any declension in the value of metals for some time to come.

GLASGOW, AUG. 30.—The market has again fluctuated considerably since our last report. On Friday there was a short panic, and a little iron was sold as low as 77s., but the market rallied the same day to 79s., at which it remained firm. Yesterday and to-day there have been strong buyers again, and the price has advanced to 81s. 3d., the market closing firm, with an upward tendency. Vessels have been scarce, and shipments consequently small, but there is already an improvement in this respect. No. 1, g.m.b., 82s.; No. 3, g.m.b., 80s.; No. 1, Gartsherrie, 84s. 6d. Shipments for the week ending 26th Aug.:—Foreign, 3638 tons; coastwise, 4013 tons = 7651 tons. In the corresponding week of 1854 they were:—Foreign, 4683 tons; coastwise, 6076 tons = 10,759 tons.

MINES.—The reports from the mining districts generally are very favourable, and there is a large amount of business being transacted in shares. Rosewarne have advanced to 235, 240. The prospects of the mine are most favourable, as will be seen from the following:—The lode in the 12 west is worth 40*l.* per fm.; in the 46, 20*l.* per fm.; in the rise from the 22 to the 12, 150*l.* per fm.; the lode in the back of the 20, 150*l.* per fm.

FRIDAY.—Sortridge, 6½, 6½, 6½; Pond-an-drea, 2½; Hender, 5½, 6½, 5½, 5½; North Basset, 29, 29, 28½, 29½, 28½; Rosewarne, 227½, 235, 240; Kitty (Lelant), 42, 36, 38; East Buller, 9½; Lady Bertha, 235, 230; East Gunnis Lake, 4 6-16; Cubert United, 12s.; Treleigh (old), 17s. 6d.; Ivybridge, 25s.; East Tolgus, 27½.

At East Pool Mine meeting, on Monday, the accounts showed—Balance at end of May, 401l. 13s. 6d.; ores sold in May, July, and August, 2750l. 7s. 9d.; sundries, 277l.—3169l. 1s. 6d.—Mine costs and merchants' bills for June and July, 2364l.; leaving balance in favour of adventurers, 795l. 1s. 3d. A dividend of 2l. 10s. per share (1804) was declared.

At Buller and Basset United Mines meeting, held at the account-house, on Aug. 18, the accounts showed—Balance in hand June 23, 1935, 36. 33.—Mine cost for 1934, 75. 34.; July 1, 1935, 10. 10.; Total, 85. 43.—Profits for 1934, unexpended, 19. 10.—Total, 66. 33.—Cape Martin (who was captain of the mine when worked as Hatton Downs, 25 years ago, and then suspended from adverse circumstances), the lode in bottom of Tredinnick's shaft was 3 ft. wide, 1 ft. of which contained a strong mixture of good quality copper ore, and that in his opinion it was the chimney of a large deposit of ore in depth. A few weeks, however, will test this.

At Silver Brook Mine meeting, on Wednesday, the accounts from May 1 to August showed cash in hand \$67, 10c, 20¢; and the estimated receipts and expenditure to next meeting represent a deficit balance of \$297.56, 60¢. Some shares long felt at last meeting were restored, the calls in arrears having been paid. Mr. H. Cauter's salary was increased to \$7.44 per month, and Capt. Hosking's to \$8.50 per month. A call of \$5.25 per share was made. Capt. Hosking reported that they started on July 18, ore which realised \$237. 18s. 3d., and have already obtained and prepared for sale 12 tons of lead and 60 tons of zinc, which he estimates will fetch at \$100.00 per ton, altogether, with the ore now clear, will make a return of about \$10,000.00 per month for the last five months, and this raised principally from the sale of the 44 ft. level. Had not the sinking of the engine shaft been suspended, contrary to his wishes, they would have raised the 44 ft. level above on long since, and in judging from the quantity of minerals raised from the level above, the nature of the lode in sinking the last lift, and the beautiful character and richness of the lode opened on in cutting the flat at the 44 ft. level, the sales would not only have been considerably increased, but he thinks it highly probable that they would have paid the costs of the mine, and made

Wheel Vor United Mines into *St.*, and registering them, was with a view to making a call; but we have been assured, upon the best authority, it is utterly without foundation. The returns from the mines continue steadily to increase, and it is fully expected the dividends will be regularly declared.

A company is in course of formation for working the Glen Lead Mine, County Armagh, Ireland, which have been abandoned for nearly a century.

Amongst the young mines in the Tavistock district Devon Buller commands special attention. Capt. Henry Matherell, this week, reports the lode in 30' was as being two thirds up the end of 20 inches solid ore, producing from 8 tons 3½ tons of ore per fathom, and worth at 12s. to 14s. per ton; the western and the eastern, improving, and producing good rock of ore; at Nichol's western shaft the lode looking splendid, and producing rich ore; and the piles of work at surface give evidence of an early sampling.

Mr. Edward Cooke, of the firm of Powell and Cooke, has been elected an interim director of the Worthing Mining Company, in the room of Mr. Rowell, who has resigned. At the last annual meeting the shareholders expressed a desire that the board should elect Mr. Cooke, in the event of such a vacancy occurring.

During the week shares have changed hands in the following:

DEVELOPED MINES.—Alfred Consols, Bedford United, Carnarvon, Great Wheel For, North Wheel Bassett, Rosewarne United, South Tamar, South Wheel For, Spearhead Consols, Stray Park and Camborne Vein, Tamar Consols, Tincroft, West Basset, Wheel Mary Ann, Wheel Trevelyan, Wheel Wrey, Mining Co. of Ireland. **MINES WHICH HAVE SOLD OR ARE TO BE SOLD.**—Clijah and Wentworth, Craddock Moor, Devon Wheel, Dyringwm, East Boller, East Gunnis Lake, East Tregus, Great Wheel Alfred, Nant-y-Car, North Rosewarne, North Wheel Croft, North Wheel Robert, North Wheel Yrith, Rhosvrydol and Basseidon, Scordridge Consols, Trearvah, Vale of Towy, West Fowey, West Stridridge, Wheel Grenville, Wheel Header, Wheel Killy (Vale of Towy), Wheel Zion. **MINES WHICH HAVE NOT SOLD OR ARE TO BE SOLD.**—Clowance Mines, East Frongoch, Nant-ar-nelle, Prigant Consols, Tamar Maria, Trevelyan Consols.

At the Brucula Mining Company meeting, on Wednesday (Mr. Joseph Telly in the chair), it was stated that the number of shares issued is 47,303. The report of the directors was unanimously adopted, and resolutions passed, making a call of 6d. per share, to defray expenses, until the company is re-modelled under the Limited Liability Act. The proceedings (which are fully reported in another column) terminated with a cordial vote of thanks to the Chairman.

The Alton Mining Association have their report from July 24 to Aug. 7. At BARRIS, the water is now about 3 ft. above the 50 fathom level; the mine-drifts, but regularly, and we hope soon to be able to resume the bottom workings. A survey of the ground for the new adit has been made, and the result shall be communicated to your board as soon as the calculations are completed. The tribute returns, although small, are still satisfactory, and on the whole, there is no change in the prospects. At OLD MINE, in the west part of Bergmeister's slope the lode has become small, and rather poor; we have, therefore, found it necessary to reduce the number of men employed in this working, and the corner of ore left may be taken away more advantageously on tribute. The eastern slope are without any material change, each yielding about the same quantity of ore per fm. as before. The lode in the transverse level is 2½ ft. wide, yielding stones of ore, but the ground is rather hard. The shallow level cross-cut makes good progress, and we hope in a fortnight or three weeks to hole to the east winze; the lode in the latter has been rather disordered, but it is again looking more regular and promising. At UNTRIX MINES, the lode is still discovered in the level under Woodfall's, and the ground rather unfavourable for driving. The tribute department is not looking quite so well as we could wish to see it, but when the men return from unloading vessels, &c., we shall proceed with the clearing of the old workings, and hope thereby to be able to increase the returns. At MINEHEAD, the ground in the new adit is rather hard for driving, otherwise there is no change calling for remark. We are now getting near the old shaft, which we propose draining, for the purpose of accelerating the work by driving from this place towards the adit. The estimated produce for July, 1855, was—

Mines.	Tons.	Per Cent.	Copper.
Balpas	40	6½	2-60
Old Mine	110	5	5-50
United Mines	3	5	0-15
Michael's	3	5	0-15
Kyrtel	6	6	0-36
Total	162		8-76

The Linars Mining Company have advised dated Pozo Ancho, Linars, Aug. 30. West of engine-shaft, the 85 fm. level, driving west of ditto, is at present unproductive. The lode in the 75 fm. level, driving west of ditto, is at present unproductive. The lode in the 65 fm. level, driving west of ditto, is at present unproductive. The lode in the 55 fm. level, driving west of ditto, is at present unproductive. The lode in the 45 fm. level, driving west of ditto, is at present unproductive. The lode in the 35 fm. level, driving west of ditto, is at present unproductive. The lode in the 25 fm. level, driving west of ditto, is at present unproductive. The lode in the 15 fm. level, driving west of ditto, is at present unproductive. The lode in the 5 fm. level, driving west of ditto, is at present unproductive. The lode in the 0 fm. level, driving west of ditto, is at present unproductive.

The San Fernando Mining and Smelting Company have received their monthly report, dated Aug. 14. At Santa Engracia shaft, the 80 vara level was driven east during the past month 3 varas 3 ft. 9 in.—the lode poor; we have suspended the driving of this level for the present, and put the men to stop in the back of the shaft; this level has been extended west 5 varas 0 ft. 4 in., the lode producing occasional stones of lead ore, but not in value. The 60 vara level has been driven east 3 varas 1 ft. 3 in., the lode poor, and suspended for the present. We are sorry to say we have not been able to lessen the water at this shaft during the past month, although every exertion has been, and is still being, made to fork it; should we succeed in getting it out, we shall at once resume the driving of the 100 vara level west, so as to get it under the Santa Margarita shaft, which has been sunk below the 80 vara level during the past month 4 varas 0 ft. 11 in., at 700 vara per vara, and the 80 vara level, at the same price, for the month of August, the lode was at present unproductive. The 55 vara level, driving west of ditto, is at present unproductive. The 50 vara level, driving west of ditto, is at present unproductive. The 45 vara level, driving west of ditto, is at present unproductive. The 40 vara level, driving west of ditto, is at present unproductive. The 35 vara level, driving west of ditto, is at present unproductive. The 30 vara level, driving west of ditto, is at present unproductive. The 25 vara level, driving west of ditto, is at present unproductive. The 20 vara level, driving west of ditto, is at present unproductive. The 15 vara level, driving west of ditto, is at present unproductive. The 10 vara level, driving west of ditto, is at present unproductive. The 5 vara level, driving west of ditto, is at present unproductive. The 0 vara level, driving west of ditto, is at present unproductive.

The Royal Santiago Mining Company have advised, dated Cobre, July 31. The lode in the 70 fathom level west is 7 ft. wide, and will produce from 8½ to 4 tons of ore per fm.; our progress in driving here is very slow, the lode being very rough, and full of water. In the 70 east the lode is 4½ ft. wide, and will produce ½ ton of ore per fm. In the 62 fm. level west the lode is from 5 to 6 ft. wide, with a horse of kila in the middle, and at this time will produce ¼ ton of ore per fathom. In the 62 fm. level east we have again commenced to drive this level; lode 16 inches wide, composed of munda and peach, spotted with ore. The 56 fm. level west, on the bottom, we have suspended for the present, and commenced to sink a winze in the bottom; lode 2½ ft. wide, with 2 tons of ore per fm.; the 50 fathom level east the winze continues its size, still producing stones of ore. In the 36 fathom level east the lode is 3 feet wide, producing from 2 to 3 tons of ore per fm. and looking kindly for an improvement. In the 44 fm. level west, in driving north, we have not yet discovered the lode; there is a little water coming from the end, and we shall continue the cross-cut a little further. The lode in the rise and slopes in the back of this level will still produce 4 tons of ore per fathom; the lode in the bottom of this level is not quite so large as last reported, worth now about 5½ tons of ore per fm. No lode cut in the 25 fm. level west as yet; the ground in the end is similar to the country in the rise in the back of the 44 fm. level. The lode in the 20 fm. level west is still producing stones of ore. The lode in the 16 fm. level west is still producing stones of ore. The lode in the 12 fm. level west is still producing stones of ore. The lode in the 8 fm. level west is still producing stones of ore. The lode in the 4 fm. level west is still producing stones of ore. The lode in the 0 fm. level west is still producing stones of ore.

The Liberty Mining Company have advised from the Vaulde Mines to Aug. 6. Owing to absence of hands at harvest work, as reported in the previous column, only 24 stamps had been worked half time, during July, yielding 76 ounces of gold. Three miners and more labourers were daily expected to come in, and on the return of the absent hands the mill would be kept working full time; when it was believed the calculations of yield would be fully verified.

The Peir River Company have advised from their superintendent, Mr. King, to May 25, forwarding Mr. Odenheimer's third mineralogical report, which is favourable in respect to that portion of the land formerly leased to the Cordillera Company. However, at the continued high rates for labour, it had not been considered desirable to work this ground on the company's account, but rather to throw open the whole of their gold fields to the diggers upon the licensing system. Mr. King considers that he shall not have any difficulty in obtaining a fee of \$1. for each ton per month, but rather entertains expectations that a large number of people will come forward.

The Rocky Bar (California) Gold Mining Company have advised from their agent, Mr. Seyton, dated Grass Valley, July 13. He says:—"I am happy to be able to inform you that in the night of the 3d inst. I struck the ledge in the engine-shaft. The vein between the walls has an average thickness of over 80 in. About half the thickness is solid, and the other partially decomposed, with plenty of gold in the rock. I have cut entirely through the ledge, and had the inclination of the vein only 23°, while in the air shaft it was 42°. The air shaft strikes the vein at 73 ft. the engine-shaft at 123 ft. deep. The supply of water continues very strong; and to ensure perfect safety to the works, I should have at once another and larger pump, and shall require funds for this purpose, and for opening the mine sufficiently far out to extract from 15 to 20 tons per day. I have taken out about 40 tons of rock and dirt from the air shaft, 10 tons of which being raised from the small shafts and commencement of drifts, has been mixed up with earth from the walls of the shaft. Thirty tons of this rock and pay dirt has yielded \$25 per ton. I expect to improve yield very much when the miners are more used to the vein, and when I have a battery of stamps attached to my present engine, thereby avoiding the great loss in handling the rock so often as is required by carting it to a distance from the shaft mouth. I have sold 200 shares at 60 cents per share, and 300 shares at \$1 each, out of the reserved shares, the latter to two of our own Cornish miners." Mr. Seyton also telegraphs to San Francisco, on July 13, to the following effect:—"Quartz from engine-shaft has paid \$40 per ton," but the details are not yet received.

The 100 tons' sample of the Chancellorsville Freehold Gold Mining Company, from their estate in Virginia, and which is now expected to arrive in this country, will, we learn, be submitted to Mr. W. J. Henwood, who has just returned from his mission to the Chancellorsville Mine, and reported on it. This gentleman, who has visited the Chancellorsville Mine, and reported on it, has been understanding, upon the strength of previous assays, committed to superintend the extensive test now about to be made—one which promises to show the average

quantity of gold per ton which may, with something like certainty, be relied upon. The undertaking has, as we predicted, excited much interest in the mining world, and the directors are very anxious as to the result.

The arrivals at Swansea include—from Cuba, 2043 tons of copper ore; from Jersey, 23 tons of copper; from Hamburg, 6595 plates (120½ tons) of spelter; from San Sebastian, 85 tons of copper ore.

The Gold Mining Share Market continues neglected, not a single transaction taking place yesterday. The closing price of Andes Fria was ½ to ¾; Anglo-Californian, ½ to ¾; Australian, ½ to ¾; Colonial Gold, ½ to ¾; Great Nugget Vein (registered), ½ to ¾; New Granada, ½ to ¾; Nouveau Monde, ½ to ¾; Port Phillip, ½ to ¾; Quartz Rock, ½ to ¾; Waller, ½ to ¾; West Mariposa, ½ to ¾.

In Foreign Mines, the market, yesterday, was very flat, the only transactions being in St. del Rey, 27½ to 28, and La Fortuna, 1½ to 1¾. The closing price of Grand Duchy of Baden was ½ to ¾; Imperial Brazilian, 2½ to 2¾; National Brazilian, 1½ to 1¾; Clarendon Consolidated Mining Company of Jamaica, ½ to ¾; Cobre Copper, 62 to 66; Copiapó, 18 to 20; Linars, 7½ to 8½; ditto, New, 2½ to 3½; Lusitanian of Portugal, 1½ to 1¾; Moriquita, ½ to ¾; Pontigbaud Silver-Lead, 14 to 15; Royal Santiago, 4½ to 5; United Mexican, 3 to 3½.

In Miscellaneous Shares, a fair amount of business has been transacted throughout the week at improved prices, although yesterday the market was rather quiet, the following being the only transactions officially marked:—Australian Royal Mail, 4½; Berlin Water-Works, 6½; Canada Government 6 per Cent., 114½ to 115; and Crystal Palace, 2½. Australian Agricultural have remained firm at 50, and Peel River at 2½ to 2¾. British American Land closed at 50 to 61; Canada, 135 to 137; Crystal Palace preference, 5½ to 5¾; English and Australian Copper Smelting Company, 1¼ to 1½; Electric Telegraph, 17 to 18; Mediterranean Electric Telegraph, 5 to 6; Mexican and South American, 6 to 6½; Netherlands Land, 1¼ to 1½; North British of Australia, ½ to ¾; Oriental Gas, 1¼ to 1½; Scottish Australian Investment, 1¼ to 1½; ditto, New, ½ to ¾; South Australian Land, 36 to 37; Submarine Telegraph scrip, ½ to 1; ditto, Registered, ½ to 1; Van Diemen's Land, 12 to 13; General Screw Steam Shipping Company, 18½; North of Europe Steam, 14 ex div.; Peninsular and Oriental Steam, 60 to 70; ditto, New, 14½; Royal Mail Steam, 81. Joint-Stock Bank shares show an upward tendency; business was transacted yesterday in the London at 54; London Chartered Bank of Australia, 20½; London and Westminster, 48; New South Wales, 35½; Oriental Bank Corporation, 43½ to 45½; Union of Australia, 75½; Union of London, 29½. In other securities of this description the closing prices were—Australia, 94 to 95; British North America, 67 to 69; Chartered Bank of Asia, ½ dis. to par; Chartered Bank of India, Australia, and China, ½ to ¾ dis.; City, 7 to 9 pm.; English, Scottish, and Australian Chartered, 16½ to 17½ ex div.; South Australia, 39½ to 40½.

During the week, there has been a better enquiry for Iron and Coal Companies' shares, and Rhymer Iron have been quoted higher, but nothing of importance having been done in them they have since receded to their former price. The only transaction recorded on the Official List of the Stock Exchange was on Wednesday, when Blaenavon Iron and Coal were dealt in at 6½. The closing quotations are—British Iron, 4½ to 5½; Blaenavon Iron and Coal, 6½ to 7½; Rhymer Iron, 21 to 23; ditto New, 6 to 8; and Portland Iron, 1½ to 1¾.

Application has been made to the Stock Exchange Committee to fix a settling day for the new preference shares of the South Australian Copper Company. The Great Grinnis Mine new shares have been very freely taken up, and we are informed that the mine is looking very well, the recent improvements being fully maintained.

At the Mitre and Aegis Life Association special general meeting, on Thursday, a provisional agreement was entered into for amalgamation of the Hope Assurance Company, of Prince of Wales Street, Bath, with the association. It was also agreed to increase the capital for the purposes of the association.

The number of steam-engines reported in *Brown's Cornish Engine Reporter* for July is 46. The average duty of 15 pumping engines is 69½ millions of pounds, lifted 1 foot high, by the consumption of 1 cwt. of coals. The average duty of 12 Cornish engines is 19½ millions of pounds, and the average duty of three steam engines is 56½ millions of pounds.

From Australia, we have, by the overland mail, advices to June 20, to which date the following is a summary of the gold news:—The yield is steadily increasing with the wet season, as shown by the results, and we have great hopes, this year, of making up our exports of gold to 100 tons. In the week ending June 9 there were 13,645 ozs. from Mount Alexander, Bendigo, and Tarragona; 22,191 ozs. from Ballarat; 6042 ozs. from the Ovens; 385 ozs. from Mt. Morley and Goulburn; 4596 ozs. from Maryborough; and 915 ozs. from the Avoca; total, 47,737 ozs. In the week ending June 16, 19,116 ozs. from Mount Alexander, Bendigo, and Tarragona; 17,375 ozs. from Ballarat; 6123 ozs. from Maryborough; and 694 ozs. from Avoca; total, 43,505 ozs. The receipts by escort of the first five months of 1854 and 1855, as compared with the shipments, are as follows:—

Shipments by escort. 1854. 1855.

During the week advices were received by the *Ocean Chief*, which left Sydney on June 3, with 15,000 ozs. of gold and 30,000 sovereigns—90,000. The *Scottie* was to sail on the same day for London; and on June 6 the *Boomerang* was to leave Melbourne, with 16,747 ozs. of gold, and the mails, which had been dispatched from Sydney. The other vessels known to have sailed are the *Duke of Northumberland*, with 63,148 ozs. of gold, and the *Lady Wharfedale*, with 1631 ozs., from Sydney; the *Eagle*, with 13,979 ozs., from Melbourne; and the *Essex*, with 44,128 ozs. Little or no change had occurred in the gold market. From Jan. 1 to June 1 the receipts of gold direct by the southern and western routes were 37,710 ozs. At the Mint, the coining was progressing, and Australian sovereigns would shortly be in circulation.

THE ELECTRIC LIGHT.—We have already announced that the Electric Power, Light, and Colour Company had exhibited their light before the Commissioners at Deal, with the most perfect success; and they are now, we understand, negotiating with the company for lighting the town, thus affording satisfactory proof of their opinion of its merits.

SALE OF MINING SHARES.—Mr. Thomas submitted for sale, by auction, last week, 49½ shares in East Wheel Rose, and 13 shares in Cargill Silver-Lead Mine, the former realised from 25½ 15s. to 27½ per share, and the latter from 13½ 5s. to 15½ 15s. per share.

DUSTON IRON ORE COMPANY.—We have been informed that some very satisfactory operations have been made on the ore upon a large scale, and expect to give a very full report next week.

THE IRON TRADE.—"Ironmaster," in the *Worcester Journal* of to-day, says:—"There is no same steadiness of demand as when I last wrote to you, and although there is no probability of the men employed in the mills and forges asking for an advance in wages, I cannot say the same with respect to the colliers; the call for coal is great now, and you can easily conceive what it will be when the winter demand sets in; many people suppose that South Staffordshire is receiving large supplies of coal by rail; it is true that both in coal and coke a very considerable quantity is received, but, unfortunately for the iron manufacturers, the same facility exists for taking large quantities out of the district, and the colliers in several collieries send a great deal away, and especially it is the case on the west side of the tunnel. Pig-iron continues as it did last week; stocks are not increasing, and there are plenty of buyers at the present rates; underselling for the present is at an end. I still adhere to my last opinion, that there must be an advance in price, though, as I then said, I should have been glad if it could have been postponed till we saw what the spring demand was. Shipments for the St. Lawrence case with the present month, and with the restriction placed upon the exportation of iron to the North of Europe, it would have been well to have weighed the consequences of such a step in the face of winter. Speaking of this restriction, it does appear to me absurd that such little knowledge exists in the 'proper place' to handle a matter of this importance; what nonsense it is to restrict such descriptions as cannot be used by Russia for the purposes of the war. Do our legislators know the damage they may inflict by a blunder upon our whole population? I believe the only descriptions intended to be excluded from exportation are pig-iron and rivet-iron, but with thick skulls at the Custom-house, and ignorance at the Privy Council board, we may expect to suffer, if the whole trade does not rise en masse, and ask for a definition of the order, and proper authorities to deal with the iron which it is intended to prohibit from exportation; in fact, people who can tell rivet iron from 3-inch rounds, and sheets from boiler-plates."

SCHOOL OF MINES.—A public meeting was held on Tuesday evening last, at the Town Hall, Liskeard, for the purpose of explaining the object of the School of Mines proposed to be established at Truro. The chair was taken by J. Allen, Esq., Mr. Bond, the secretary, and the Rev. Mr. Hobson and Mr. Rickard, two of the masters, attended as a deputation, and addressed the meeting, explaining the different kinds of instruction intended to be imparted to the pupils. Messrs. Bonas, Sanders, Crouch, Pearson, Peters, T. Sargent, Bowden, and S. Elliott, put several questions to the deputation, to which replies were given. A vote of approval of the proposed school, and of thanks to the members of the deputation, having been proposed, was agreed to unanimously, and was also a vote of thanks to the Chairman.

SHEFFIELD, Aug. 29.—The prices of the principal mining shares are unaltered. Brightside, 60 to 62; Cranford, 1½ to 1¾; Eyan, 24½ to 25½; Peak United, 7½ to 8½; Prince of Wales, 6½ to 7; Great Sheba, 17½ to 22½. Very little doing, most of the public being away at the sea side.—E. SMITH AND SON.

HULL, Aug. 30.—Railway shares have been well supported during the week, although purchases have not been extensive. We do not look for any particular change, unless an alteration takes place in the value of money. Holders for investment are not inclined to sell, and speculation there is for the moment none to any extent. Hull and Selby are in good demand, at 109½, with the dividend. The Hull and Holderness is making slow but steady progress.—T. W. FLINT AND CO.

PRICE OF MATERIALS,					
CHARGED AT STRAY PARK MINE.					
Description.	March.	April.	May.	June.	
Coals, carriage included	per ton	16s. 6d.	16s. 6d.	16s. 6d.	16s. 6d.
Timber, Balk	per foot	0 9	0 8	0 8	0 8
Iron, common	per cwt.	—	3 6	3 6	3 6
" crown	" "	—	12 0	12 0	12 0
" hoop	" "	—	14 0	—	—
Steel, blister (1½)	" "	—	80 0	—	—
" cast-iron	" "	—	80 0	—	—
Lead, white	" "	—	23 0	—	—
" red	" "	—	—	—	34 0
Nails, patent 4½-inch	" "	20 6	—	—	—
" patent 4-inch	" "	—	—	18 0	—
Rope	" "	—	64 0	—	—
Hemp	per lb.	—	—	—	0 6½
Tallow	" "	—	0 7½	—	—
Grease	per cwt.	60 0	60 0	—	—
Oil, olive	" "	—	12 0	—	—
Candles	per cwt.	6 0	5 9	6 9	6 4
Hills, nickel	" "	—	1 6	—	—
" shovel	" "	3 6	—	—	—
Cans	" "	—	—	—	5 0
Powder	per 100 lbs.	51 0	51 0	—	51 0
Leather	per lb.	1 6	—	1 6	1 6
Safety fuse	per coil	0 4	0 4	0 4	0 4
" sump	" "	0 6	—	0 6	0 6

LADY BERTHA MINE.—A correspondent has written to us in indignant terms, referring to Mr. Ennor's remarks upon this mine last week. He states that Mr. Ennor expressed himself as "delighted with the *keenly* appearance of the lode," after his visit when in the district; and gives the names of persons to whom Mr. Ennor spoke in such favourable terms. For the information of Mr. Ennor, we are requested to state that the mine is represented by a body of influential shareholders, who are entirely independent of the Tavistock but sellers; and if Mr. Ennor has a piqûe against any such party (if existing), the more prudent course would be to devote a special paragraph to his condemnations, rather than attempt to deteriorate the value of a mine in the eye of the public, which has sufficient merit in itself to induce the commendations of practical men. Such is the tone of our correspondent's letter, and he invites Mr. Ennor to meet him on the mine again, to share in the pleasure which a fine course of ore in the lode, and a good pile of work at the surface, must give to any practical miner.

[* The reports of the Pontigbaud, Australian, Colonial Gold, and Port Phillip and Colonial Mining Companies, will be found in page 561.]

LEAD ORES.				
Mines.	Tons.	Price per ton.	Purchasers.	
Eagair Mwyn	35	£14 5 0	Walker, Parker, & Co.	
Wheal Wrey	72	£18 2 0	J. T. Treffry.	
Wheal Mary Ann	75	£25 11 6	T. Somers.	
Cwmystwith	100	£14 14 0	Walker, Parker, & Co.	
Trevelyan	43	27 6 0	Sims, Williams, & Co.	
ditto	20	13 5 0	Pontifex and Wrod.	
Dyringwm	22	£14 15 6	Newton, Keates, & Co.	
Rhosvrydol	18	14 11 6	ditto	
Great Wheal Baddern	30	£16 15 0	Newton, Keates, & Co.	
ditto	11	13 5 0	ditto	

BLACK TIN.				
Mines.	Tons c. q. lb.	Price per ton.	Amount.	Purchasers.
West Fowley	0 17 3 11	£58 0 0	£ 51 15 2	—
Wheal Trevelyan	3 4 0	£70 15 0	£ —	Holtho.
ditto	0 13 0 13	£3 0 0	£ —	ditto
Pedra-an-drea United	3 6 3 11	£72 0 6	£240 14 7	Williams.
ditto	2 12 1 13	£7 10 6	£74 16 0	ditto
ditto	0 7 0 26	£4 10 6	£19 14 0	ditto
Bottle Hill	5 0 0 0	£67 5 0	£336 5 0	Calenick

COPPER ORES.				
Mines.	Tons.	Produce.	Price.	
Cobre	100	12½	£13 9	
ditto	11	6½	£8 7 0	
ditto	106	12½	£13 9 0	
ditto	96	13½	£14 3 0	
ditto	73	12½	£13 5 0	
ditto	63	23	£25 0 0	
ditto	62	23½	£24 8 0	
ditto	17	15½	£17 10 0	
ditto	35	13½	£14 10 0	
ditto	87	13½	£15 0 6	

Sampled August 8, and sold at Swansea August 28, 1855.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	100	12½	£13 9	Cuba	102	70½	£13 4 6
ditto	11	6½	£8 7 0	ditto	96	14½	£13 9 0
ditto	106	12½	£13 9 0	ditto	46	22½	£24 0 0
ditto	96	13½	£14 3 0	ditto	3	70½	£77 6 0
ditto	73	12½	£13 5 0	Garrucha	60	20½	£22 0 0
ditto	63	23	£25 0 0	ditto	32	9	£8 13 6
ditto	62	23½	£24 8 0	ditto	8	86	£8 3 0
ditto	17	15½	£17 10 0	ditto	51	18½	£14 2 0
ditto	35	13½	£14 10 0	ditto	4	18½	£14 2 0
ditto	87	13½	£15 0 6	African	3	33½	£26 0 6

Cobre 738 £13294 9 6 | Garrucha 161 £2626 9 6

Cuba 250 4440 19 0 | African 3 78 1 6

—Total, 1267 tons.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Copper Miners' Company	161½	£3632 12 6
Freeman and Co.	113	1702 4 0
Sims, Williams, Nevill, and Co.	180	3454 1 3
Vivian and Sons	174	3105 14 6
Williams, Foster, and Co.	416½	6016 4 9
Mines Royal Company	84	1190 12 6
F. Bankart	20	1247 8 0
Charles Lambert	3	75 1 6

The Mining Manual, Almanack and Guide.

granting a legal benefit, perhaps equally important as the Law of Limited Liability promises to be, to the country. The mining interests are peculiarly interested in such a measure: it would enable tramways and branch lines, to be worked by horses, to be laid down from our mineral districts, connecting our collieries and iron mines with the trunk railways, thus furnishing the most certain means of developing the vast hidden wealth and resources of our country. This Journal claims the credit of having early and unceasingly advocated the principle of limited liability: our columns were devoted to illustrating and maintaining the benefits that might be fairly anticipated from such a measure, before it had obtained either popular, parliamentary, or ministerial patronage; and we venture to predict that the public would gratefully receive, and acknowledge as a boon, a general law enabling railway companies to be formed with limited liability, to lay down *limited tram* and other lines, in conjunction and connection with the great lines which have already suffered and survived the ordeal of parliamentary profusion. Such importance do we attach to a measure of this nature, that, before the assembling of Parliament, we hope to submit to public consideration and approval a sketch of the legislative measure which we would propose.

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THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, SEPTEMBER 1, 1855.

The LIMITED LIABILITY Act has evidently been most favourably received.

and we believe that we may with safety announce that numerous companies adopting the privilege it confers are, not only in England but in the sister island, in progress of formation. The rise in the value of land, and the highly flattering prospects of the Irish railway companies, furnish strong encouragement to the spirit of enterprise, and we may confidently assert that British capital cannot flow into a more natural channel, or seek to fertilise a more productive soil, with a certainty of being remunerative and reproductive, than in Ireland—rich as that portion of the empire is, as well in mineral as in agricultural wealth. In applying the Act for limiting liability to joint-stock associations, according to the well-considered suggestions and elaborate recommendations which have recently appeared in the columns of this Journal, it should be borne in mind that a registered company, and a company entitled to the privilege of limited liability, are in effect convertible terms—in other words, that a company is to be entitled to avail of the Act for Limiting Liability must be a company entitled to register under the Act for Registration, Incorporation, and Regulation of Joint-Stock Companies, registration being essential to both. The object of that Act was by registration to ensure the incorporation of every company formed under it, to invest it with the qualities and incidents of a corporation, with certain modifications, and subject to some conditions, restrictions, and regulations, and to prevent the establishment of companies not subject to due regulation and control: The recent Act merely qualifies the existing law, by substituting the principle of limited liability for the perilous position of unlimited liability in its members, but it leaves the requirements of the pre-existing statute untouched, and in effect, by embodying it, re-enacts all the elements which were rendered essential by its enactments for the formation of a joint-stock company.

In reference to the subject of registered joint-stock companies, a very interesting document was presented to the House of Commons, towards the close of the session, and which was, on the 8th Aug. last, ordered to be printed. We allude to the report by the Registrar of Joint-Stock Companies (for the year 1854), made to the Lords of the Committee of Privy Council for Trade, pursuant to the Act 7 and 8 Vic. c. 110, s. 79. It appears by the summary attached to it that 51 assurance companies were provisionally registered during the year 1854, of which 36 were subse-

quently completely registered. As assurance companies are in express terms exempted from the operation and protection of the Limited Liability Act, that measure can scarcely be expected to exercise any direct influence on their future increase. It would appear that not less than 38 railway companies were within the same period provisionally registered, and only one completely registered, and of companies for subsidiary purposes connected with railways, four were provisionally, and only one completely registered: 12 mining and quarrying companies for home purposes were provisionally, and 8 completely registered; while 8 companies formed for the purpose of foreign mining, were within the same time both provisionally and completely registered. Of companies for conducting manufactures, working patent inventions, 28 were provisionally, and only 10 completely registered. The total number of companies of all classes provisionally registered was 239, and of those 132 were completely registered during the year. The following are the companies connected with mining operations which were completely registered within the same period:—Garrett and Moseley Gold Mining Company of America, Iberian Mining Company (Spain), Gooldeen Copper Mining Company (Ireland), the Fortuna Mining Company (Spain), a highly promising enterprise, the Quartz Rock Mariposa Gold Mining Company, Tuscan Mining Company (Italy), Connemara Mining Company of Ireland, Arthur and Edwards and Myers Steel Colliery Company, Culehote Copper Mining Company, Fort Bowen Gold and Silver Mining Company, Belfast Mining Company

Gambrian Slate Company, Duston Iron Ore Company, Lusitanian Mining Company, Tavistock Joint-Stock Coal Company, Glenaulin and Carville Iron Mining Company of Ireland, Riaca Coal and Iron Company, besides the Indurated Stone Company, and a number of coke and gas companies. There is one company in particular which we regret to perceive, was only provisionally registered—"the Mining Investment Company," a project which, if carried out, might be rendered highly useful for the promotion of extensive and legitimate enterprise.

It is observable that, although 38 railway companies were provisionally registered, only one was completely registered, that being a foreign one—the “Recife and San Francisco, Pernambuco, Railway Company;” and the one company registered for subsidiary purposes, connected with railways, was the “Railway Rolling Stock Company.” Many of the railway companies did not, we may presume, proceed in their design of complete resignation, from feeling themselves paralysed by the defective state of our law in respect of compulsory powers to take land, and complete a railway line. That the principle of limited liability may be applied to railway companies admits of no doubt, but this important reform in the law is a mere dead letter, so long as companies formed for the extension of railways are driven to Parliament to seek special powers for their construction. Great Britain, in the vast expense of the parliamentary procedure which she requires preliminary to the construction of a railway, has furnished a sad and instructive example to the world, which foreign states prudently avoid; the fatal result has been that few, if any, of our railways are remunerative to their shareholders, while almost all the continental railways are paying liberal dividends to their several proprietors. If we trace the early history of our great lines, we find the capital of every company in its inception swamped, and the energies of its promoters in a great measure checked, by the primary expenditure, to a great extent from which they rarely recover.

The measure of limited liability is a step, and an important step, in improving and utilising our system of law; but a general statute, conferring on railway companies to be henceforth formed on the principle of limited liability summary powers, under proper restrictions, and with due regard to public and private rights, to take land, and construct the lines, without special appeals in every instance to Parliament, would be

The contrast to which we have above directed attention, between the number of companies provisionally and those completely registered, strongly rebukes the restrictive character of the former law; and as that contrast may be fairly attributed to the then prevailing system of unlimited liability, it furnishes a silent, but irresistible, argument in favor of the recent measure. We have, also, on the face of this official report, some important acknowledgments, that no applications whatever have been made, within the period which it embraces, to the Board of Trade, for the enforcement of penalties for failure to register, and that no proceedings whatever, by prosecution or otherwise, have been taken against any companies for defaults under the then existing Act. The Registrar of Joint-Stock Companies also announces that he possesses no information from which he could make a return of the number of bankruptcies of joint-stock companies, and of the amount of the debts and assets of such companies, within the above period. Although we are ourselves opposed either to legislative or official interference with private enterprise, this avowal furnishes a conclusive answer to the anticipations of the alarmists,—that the Committee of the Privy Council of Trade, to whom the duty was entrusted, never deemed it necessary, although empowered by law, to make or issue any regulations for the government of registered companies. There necessarily would have been pressure from abroad if frauds had been frequent, and the absence of such regulations may be considered as strong evidence that parties, when left to themselves, are generally well able and well disposed to manage their own affairs.

The following are the mining companies who have failed to comply with the provisions of the Act with respect to the appointment of auditors:—The General Mining Company for Ireland, Barossa Range Mining Company, Glen Osmond Union Mining Company of South Australia, Banw. Iron Company, Pembrokehire Iron and Coal Company, Ince Hall Coal and Cannel Company, Worthing Mining Company, Union Tin Smelting Company, Miners Mining Company, Llangollen Flagstone Company, Chirk Castle Mining Company, Kenmare and West of Ireland Copper and Silver-Lead Mining Company, Kapunda Mining Company, Ecton Mountain Mining Company, English and Australian Copper Company, Golden Mountain of Mariposa Mining Company of California, London and Californian Gold Quartz Crushing Company, Alliance Californian Gold Mining Company, Anglo-Australian Gold Mining Company, Llanysillo Slate Company, Port Royal and St. Andrew's Copper Mining Company of Jamaica, Brucutu Gold Mining Company, Esgair Mawyn Mining Company, West Granada or Vergarias Gold and Silver Mining Company, Brighton Australian Gold Mining Company. As the House of Lords introduced an amendment into the Limited Liability Act for securing more perfect audits in future, it may, perhaps, be prudent for companies, to be henceforth formed under its provisions, to have due regard to its requirements in that respect.

It is, perhaps, to be regretted that this report has not given us fuller information on the subject of companies which have proved unsuccessful, inasmuch as some accurate details might, in certain cases, operate as a salutary warning. The British public had, at various periods, under the former existing state of the law, and experience of the mischievous effects of bubble companies; and similar disasters have prevailed in France and America, arising from the same wild and unrestrained spirit of speculation. That the Limited Liability Act should furnish an occasion for repetition of such scenes in this country would be a result of that measure which we should deeply deplore; and it is right that the public should be fully apprised that there are authoritative and emphatic declarations of the actual state of the law against the formation of illegal companies. It may be assumed that illegality, in its inception, taints the formation of any company which is set on foot, not for the *bona fide* purpose of prosecuting its ostensible object, but as a means of raising money, or speculating in shares for the private benefit of the projectors. A company is equally imposable where, although the object of the company is unobjectionable, and the intention of the projectors sincere, yet fraudulent means are resorted to for the purpose of attracting subscribers, as by a false assumption of character, or by the announcement of immunities or privileges for individual members which there is no authority to confer. It may be difficult to classify the characteristics which will place an association in the category of fraud, but a bubble company may be defined to be one set on foot without any honest intention on the part of the promoters to apply themselves, or the money to be subscribed, to the furtherance of its ostensible objects. In such a case, a subscriber will be entitled to recover his deposit, irrespective of any statutory remedies, on the ordinary principles of equitable justice. The false assumption of a corporate character has been held fatal to a company at common law, and the transferability of shares gave rise to several conflicting decisions of the subject; but it is now settled that the raising and transferring of stock, without an express indication of the mode by which it injures or defrauds the public, is not an indictable offence at common law. The facilities which the unrestrained transfer of shares affords to gambling speculations, especially when the company is still inchoate, cannot be denied but the law which formerly attached illegality to such practices has been materially modified, and the Registration Act now regulates and controls such facilities. The Limited Liability Act will be found not to vary the existing law in any respect; it cannot legalise, save as to one principle—that of defining and limiting responsibility—what would otherwise be illegal; and the guilty projectors of fraudulent schemes or conspiracies will seek in vain amongst its provisions for any protection from the harsh hand of criminal justice.

The mining interests of Great Britain are so varied and important, that we are so likely to be extended by the introduction of the Limited Liability Act, and by the progressive development of our Indian possessions, and of our Colonial dependencies, that the educational improvement of the class of our population devoted to that branch of our national wealth is a matter of deep interest to the community. It is, therefore, with highly gratified feelings that we announced the formation and refer to the prospectus of a Mining School in Cornwall, devoted to instruction as well in practical mining operations as in chemistry, metallurgy, mineralogy, and geology. Mathematics in the various branches, with mining mechanics including practical applications to the strength of materials and other engineering questions, will also occupy the attention of the students, while hydraulics, hydrostatics, and pneumatics, their application to water machinery, the properties of heat, with especial reference to its employment as a motive power, the general theory of the steam-engine, electricity and magnetism, will also form leading elements in the course of instruction. Theoretical knowledge will, in every useful branch, be imparted, so far as it bears on practical application, and laboratory manipulation will afford the means of obtaining a perfect acquaintance with the chemical and other properties of the most important elements, and their varied compounds.

In selecting Cornwall as the centre of such a school, with the highest scientific opportunities, the student is immediately introduced into the great field of practical experience, and the extensive collection of Cornish and other minerals, with the geological specimens in the Museum of the Royal Institution of Cornwall, will be immediately available for the purposes of observation and study. It is intended to enlarge these collections, and to form others on such points of chemical and physical geology as are immediately connected with the history and formation of metaliferous and mineral veins. The school is announced to open at Truro on the 1st of October next, and we refer to our advertising columns for more full information, and for the syllabus of instruction intended to be afforded. The subscriptions, we are assured, already amount to nearly 2000*l.*, a sum which affords most gratifying evidence of the deep interest taken in the institution by the leading landed proprietary of the county. This liberal endowment is, of course, irrespective of the emoluments to be

THE MANITOBA AND A NEW GRANADA COMPANY.—We have received a long protest from Mr. Christopher Richardson, which he has also addressed to the directors, to the effect that a vote of thanks was not passed to the Chairman at the recent meeting of the company. We have already entered into explanation respecting this matter when Mr. Richardson impugned the accuracy of our report of the proceedings; but there is one point in the present communication which may be correct, as it is quite possible that the Chairman and directors may have left their seats, but it is likewise a common occurrence at public meetings to propose such a compliment after the rising of the speaker, and it is quite possible that he may not have left the room and if Mr. Richardson was in the habit of attending such public meetings, he would frequently witness the vote passed under precisely similar circumstances. The "protest" being entered on the "minutes," will be read at the next meeting; it is, therefore, unnecessary for us to give it insertion here.

U.S. GOVERNMENT PRINTING OFFICE: 1964

derived from the fees to be payable by the students attending the several classes; and when we consider the educational advantages presented, their moderation strikes us with surprise. The charge for each pupil for the whole course, during which the various mines within the district will be visited by the pupils with the masters, will be for two years only the sum of 20*l.*, or 12*l.* for a single year, to be paid in advance. Although students will have free access, without charge, to the instruments belonging to the institution, laboratory practice will be a separate charge, but it is impossible to overrate the benefits to be derived from the use of the most improved mechanical and scientific apparatus. Board and lodging can be obtained at moderate rates; and due attention will, of course, be devoted to the moral conduct of the students. The mining population have been presented to them, at a comparatively trifling expense, all the advantages of a collegiate education, peculiarly suited to their future advancement in life; and we cannot but consider the foundation of such an institution, formed under such auspices, and likely to be sustained by such high public patronage, as the commencement of a new era in the mining annals of Great Britain.

The Act to amend the law for the Inspection of Coal Mines in Great Britain, now the 18 and 19 Vict. c. 108, received the Royal Assent towards the close of the session. While the measure was under the consideration of the Legislature, we constantly kept the public apprised of the discussions which took place in both its branches, respecting its provisions, as well as of the active and energetic movements of the deputies to whom the coal mining districts had confided the duty of attending to their interests during the passing of the bill through Parliament. We demonstrated strongly against the treatment which the coal miners received in the House of Commons, where the aristocratic influences of the proprietors controlled the good intentions of the Minister; and we are free to admit that the measure, although still imperfect, was materially improved in the House of Peers. Although our readers are probably aware of its most material enactments, as they have from time to time appeared in our columns, a brief epitome of the Act, as it now stands a portion of the law of the land, may be useful.

The 1st section repeals the previous Inspection Act, 13 and 14 Vict. c. 100, but provides that the inspectors appointed under it shall continue, subject to removal by a Secretary of State, and that all penalties incurred under it may still be recovered.

Section 2 authorises one of the principal Secretaries of State to appoint inspectors, each appointment to be notified in the *London Gazette*.

Section 3 prohibits a land agent, manager, viewer, agent, mining engineer, or valuer of mines, or arbitrator in any dispute between owners of mines, or otherwise employed in any coal mine or colliery, from acting as an inspector under this Act.

The 4th section then enacts the following general rules to be observed in every coal mine and colliery, by the owner and agent thereof:—

1. An adequate amount of ventilation shall be constantly produced at all collieries, to dilute and render harmless noxious gases to such an extent as that the working places of the pits and levels of such collieries shall, under ordinary circumstances, be in a fit state for working.
2. Every shaft or pit which is out of use, or used only as an air-pit, shall be securely fenced.
3. Every working and pumping-pit or shaft shall be properly fenced when not at work.
4. Every working and pumping-pit or shaft, where the natural strata under ordinary circumstances are not safe, shall be securely fenced or lined.
5. Every working pit or shaft shall be provided with some proper means of signalling from the bottom of the shaft to the surface, and from the surface to the bottom of the shaft.
6. A proper indicator, to show the position of the load in the pit or shaft, and also an adequate brake, shall be attached to every machine worked by steam or water power used for lowering or raising persons.
7. Every steam-boiler shall be provided with a proper steam-gauge, water-gauge, and safety-valve.

The 5th section then directs, that in addition to the general rules, special rules shall be established and observed in every colliery for the conduct and guidance of all persons employed in them, such rules to be framed by the owner, and forthwith transmitted to one of the principal Secretaries of State, and such rules, if not objected to by him within 40 days from receipt, shall be established. If disapproved of, such secretary shall propose any alterations or additions; if these be not objected to within 20 days, the special rules shall be established with such alterations and additions. In case of objection, the owner shall, within seven days after objection, nominate three or more practical mining engineers, or other competent persons within the district within which the colliery is situated, to determine the difference. In case the owner does not so nominate, or if the Secretary of State shall not within a month select one or more of the persons so nominated by the owner, two such mining engineers, or competent persons, shall be appointed, one to be named by the owner, the other by such Secretary of State. Such persons shall, before they proceed to their duties, select an umpire, being a mining engineer, or such competent person, and the rules, as modified by any two of them, shall be established. Power is, however, given the Secretary of State to make future alterations, to be established in like manner, and the amount of payment shall be fixed by the Secretary of State, and paid in equal moieties by the owner and the Treasury. We direct particular attention to this provision, which we have condensed with great care.

Section 6 contains provisions for the publication and promulgation of the rules, by their being painted on a board, or printed and pasted thereon, and hung up in some conspicuous part of the principal office or place of business of the colliery. Provision is also made for the renewal of the rules in case they should be defaced or destroyed.

The 7th section is an important one, defining the powers and duties of inspectors, and is in the following terms:—

It shall be lawful for any inspector to enter, inspect, and examine any coal mine or colliery, and the works and machinery belonging thereto, at all reasonable times, and seasons, by day or night, but so as not to impede or obstruct the working of said coal mine or colliery, and to make enquiry into and touching the state and condition of such coal mine or colliery, works and machinery, and the ventilation of such mine or colliery, and the mode of lighting or using lights in the same, and into all matters and things connected with or relating to the safety of the persons employed in or about the same, and especially to make enquiry whether the provisions of this Act are complied with in relation to such coal mine or colliery; and the owner and agent of such coal mine or colliery is hereby required to furnish the means necessary for such entry, inspection, examination, and enquiry; and if such inspector find any of the general rules, or any of the special rules, established under this Act, or any of the provisions of this Act, to be neglected or wilfully violated, such inspector shall forthwith give notice in writing thereof to the owner or agent of such coal mine or colliery; and if such inspector find any part of such coal mine or colliery, works or machinery, or any air-courses, air-drifts, water-ways, drains, pits, levels, shafts, or other matter or thing in such coal mine or colliery, or the mode of lighting or using lights in the same, to be otherwise dangerous or defective, so as in his opinion to threaten or tend to the bodily injury of any person employed in or about such coal mine or colliery, such inspector shall thereupon, by notice in writing, summon before him at the colliery office the manager or principal colliery viewer or agent having charge of the said coal mine or colliery, in order to his being heard upon the matter giving rise to such finding as aforesaid; and if such manager or principal colliery viewer or agent do not attend after reasonable notice, or having attended fail to satisfy such inspector, then such inspector shall serve notice in writing of the particular grounds on which he is of opinion that the said coal mine or colliery, or any part thereof, or any of the particulars above mentioned, is dangerous or defective, on the owner or agent thereof, and shall also report the same to one of Her Majesty's principal Secretaries of State; and in case of any difference arising thereupon, the same shall be determined in the manner hereinafter provided with respect to proposed alterations or additions to the special rules, and a copy of such notice in case of no such difference as aforesaid, or of the determination in case of such difference arising, shall, if the said danger or defect be not forthwith removed or remedied, and if the Secretary of State shall so direct, be hung up or affixed on some conspicuous part of the principal office or place of business of the coal mine or colliery, and a copy supplied to every workman to whom such notice or determination shall apply, such copy so to be hung up or affixed as aforesaid to be removed on the certificate of the inspector of the district, or of the persons by whom such determination shall have been made, that such danger or defect has been removed or remedied; provided always, that so long as any copy of such notice or determination, purporting that the coal mine or colliery, or any part thereof, or any other of the particulars above mentioned, is dangerous or defective, shall remain so hung up or affixed, and the danger or defect notified therein shall not be removed or remedied, it shall be lawful for any person employed in or about such coal mine or colliery to discontinue his service in any part of such coal mine or colliery to which part the said notice or determination shall apply, without being thereunto liable to be prosecuted against under the Act passed in the fourth year of the reign of His late Majesty King George the Fourth, chapter thirty-four, for absence from his service, or misconduct in the execution thereof. Provided also, that unless the owner or agent on whom the notice is served as aforesaid shall within seven days of such service signify to the said inspector his objections to the same, and at the same time nominate three competent persons, as hereinafter provided in the 5th section, with a view to the determination of such objection, such notice shall be considered good and valid, and shall be hung up or affixed, as hereinbefore provided.

The 8th section renders it imperative on the owner, or agent, of a colliery, to produce and to submit to any inspector a map or plan of the workings of the coal mine or colliery, upon which shall be delineated the several pits, air-courses, air-drifts, water-ways, drains, pits, levels, and shafts, and connected with such coal mine or colliery; and in default of any owner or agent producing and submitting such map or plan, or if the inspector finds any portion of the plan withheld, or any part of the workings concealed, or if he finds on examining or verifying the map or plan that it is imperfect or inaccurate, he is empowered to require that an accurate plan should be made within a reasonable time, at the expense of the owner,

on a scale of not less than two chains to an inch, or on such other scale as the plan then used was constructed on. Every such map or plan shall show the workings of the mine up to, within six months of the time of inspection, and the owner or agent, if required by the inspector, shall cause to be marked on such plan or map the plan and progress of the workings up to the time of the inspection thereof. We may here observe that this section is very defective, but we presume that its framers calculated, although the powers conferred are not sufficiently compulsory, that any default in compliance with its directions will prove an unfavourable ingredient in all proceedings against defaulters, either before a civil or criminal jury.

The 9th section, regulating notice to be given of accidents in mines to the Secretary of State, directs that when loss of life occurs by reason of any accident in any mine, notice shall be given within 24 hours, and if any serious personal injury arises from explosion therein, a similar notice shall be given. We have always objected to the requirement of notice, as directed by the former Act, as illusory, and although this section was amended in the Lords, it is still very defective, as confining the notice of injuries not terminating fatally to those occasioned only by explosions. We cannot, we confess, see any sufficient reason for not equally requiring the authorities to be apprised of serious accidents resulting from defective machinery or other causes.

The remaining sections of the Act contain provisions for giving notice to the Secretary of State of holding inquests in cases of death from accidents in coal mines, imposing penalties for offences against the Act, rendering it penal to obstruct inspectors, or to deface notices, and for recovering penalties, do not seem to have been materially altered from those as they originally stood in the bill. There is, however, one important enactment, that a certificated copy of the special rules, under the hand of an inspector, shall be evidence of the rules, and of their being duly established, without further proof. The Act concludes by a declaration that it shall continue in force until the expiration of five years, and thenceforth to the end of the then next session of Parliament.

THE PONTGIBAUD MINING COMPANY.—MR. JOHN TAYLOR.

Pontgibaud, in the Department of Puy de Dome, has recently been the scene of a most interesting visit to John Taylor, Esq. On learning the approaching visit of the mining veteran, the captains and engineers resolved to receive with due honours the general whose conduct in so many difficult campaigns has gained him an imperishable renown. As the design was prompted to it was executed, with a mixture of respect and affection, which nothing but rare talents, combined with eminent worth and kindness, could secure. The whole proceedings showed the ample appreciation of such qualities, both in the father and the sons who are succeeding him. On the carriage approaching Pontgibaud, it was met by the assembled officers of the mine. After a brief tribute of respect on the part of M. Bontoux de Schaezler, the vice-president of the company, the following address to the worthy veteran was given by Capt. J. Rickard:—

"HONOURABLE SIR,—We, your humble servants, agents, and engineers of the mines and smelting-works of Pontgibaud, hail your arrival with no small pleasure. In your official position, as president of the board of the company, under whom we labour with so many advantages, we tender you a cordial welcome, and no less from personal respect for the distinguished talents which have rendered such signal benefits to our native country, to every district of England; and, indeed, to the mining interests of the whole world. As this is your first visit to Pontgibaud, we hasten to express our congratulations on seeing the same enduring associations as are connected with your name in other countries, both in your own person and that of your honoured sons, extended to France. In finding ourselves involved in such benefits, we feel it at once an honour and a pleasure to unite in a tribute of admiration and respect."

In endeavouring to return thanks, Mr. Taylor, at last, met with a task to which he was unequal,—the intense emotion which was caused by a testimonial indited by such a spirit of kindness fairly overcame him, and a short expression of the value he should attach to it to his dying day was more telling than eloquence. It would be difficult to over-estimate the effect of such mutual good feeling.

A few days subsequently Mr. Taylor was feted in the grounds of the company by a dinner in his honour. When surrounded by the trophies of successful career, he again received the warmest expressions of admiration and good will, returned with good will no less hearty and expressive.

It transpired that he managed one of the mines inscribed on the tent during the uninterrupted period of 56 years. The name of Mr. Richard Taylor, *ingénieur-en-chef* of the company, elicited from the captains an extreme devotion to him. In their own words, they would go through fire and water to serve him in any part of the world.

A striking episode marked Mr. Taylor's visit. While lunching at one of the mines, at the mouth of an adit level, intended to explore some very ancient workings, some men were set to uncover the back of the lode, and immediately under the grass was discovered a large mass of lead ore, which for compactness and richness in silver exceeded anything Mr. Taylor, even in his long experience, had ever seen. A rock of this ore, weighing 1900 lbs., was afterwards carried to the smelting-house, which, upon being broken up and assayed, was found to yield about 60 per cent. of lead, and 155 ozs. of silver per ton of ore.

MEETING OF DERBYSHIRE MINERS AT BRADWELL.—PRESENTATION OF A TESTIMONIAL TO MR. THOS. BURGUYNE, OF EVAM.—ON SATURDAY LAST,

a meeting of the miners and freeholders of Bradwell, and adjacent places, took place in the public room, which was densely crowded, upwards of 400 persons being present. The testimonial is an elegant piece of workmanship, consisting of an inkstand, with callipers, surmounted by a Roman lamp: it was made by Messrs. Dixon and Son, of Sheffield; is of solid silver, of the Queen's pattern, occupying about one foot of surface, and bears the following inscription:—"Pulsam ferat qui meruit." Presented to Thomas Burgoyne, Esq., by the miners and freeholders of Bradwell, for his arduous and successful efforts, in connection with the Members for North Derbyshire, in opposing a bill entitled "A Bill for the Rating of all Metallic Mines to the Relief of the Poor." Considerable interest was manifested on the occasion, in consequence of the presence of Mr. Alfred Jenkin, the inventor and patentee of the double reverberatory furnace, which is creating so much sensation in the mining world, and who delivered a practical address on mining and smelting ores, which was deeply interesting to the auditory. On the motion of Mr. J. Taylor, M.R.O.S., seconded by Mr. Wills, of Wesley College, Sheffield, Mr. B. Somerset was unanimously voted to the chair, who, in an appropriate address, presented the testimonial to Mr. Burgoyne, in the name of the miners and freeholders of Bradwell, amidst loud and vociferous cheering. Mr. Burgoyne, after receiving the testimonial, acknowledged the compliment in a lengthened address; having expressed his obligation for the very handsome acknowledgment of his services, he observed that their present satisfactory position afforded a striking contrast to that in which the inhabitants of Derbyshire found themselves a few months ago: then they were suddenly called upon to struggle against a combination of very powerful elements arrayed against them, and which, if unopposed, would have been successful in an act of piecemeal legislation, calculated to change the customs, and to be very detrimental to the interests of the county at large, which supposition was confirmed by the thousands of petitioners of every class against the bill. The gist of the bills, when sifted from the obscurity and intricacies that veiled them, displayed an ignoble effort, concocted by three lords of minerals, to shift the rates from the shoulders of the lords, who have, or ought to have, sustained them for hundreds of years, to the adventurers in mining, who already have to bear the burden of all the uncertainties and costs of mining, the only parties who become participants of the benefits, without labour or risk, being the lords, who make a property of every adventure, from the first raisings of anything of a commercial value; and by those rejected bills, their determination, so contrary to the preamble of the bill, the professed object of which was to render "money" and "kind" payments of dues anonymous in the eye of the law, was as much as possible to remove the payment of rates, on the dues they received, from themselves to those whom the law had never supposed liable to the payment thereof—the working miner or adventurer: a novel idea, and one so absurd, that it could never have entered the mind of the most inventive special pleader in the most desperate case.

—to be rendered liable to the payment of rates on an absolute loss! The facts are simple, incontrovertible, and historically correct. The law, hundreds of years ago, very properly regarded these gentlemen, who, the moment a nest of ore is found at the cost of others, claim 1-13th or 1-20th, as fair game for the payment of rates on their easily-gotten gain; and to the honour of the lords of minerals in Derbyshire, they have not taken advantage of the gap in the law to evade their responsibilities in this respect; neither have they united in this ignoble effort to bring in other bills to confound the tendency of the bill which has governed the lords of minerals, and called from them the payment of all rates which by law have been imposed on dues, but which, by a mere act of subtlety, they

have, in the county of Cornwall and elsewhere, escaped from, simply by receiving the dues in money, instead of kind, which alone used to be the medium of payment; and, consequently, a court of law could not take cognizance of any other mode of payment. * * * Happily, however, the intentions of the promoters of the measure were defeated, and the ruinous results so generally anticipated, therefore, avoided.

We give, in another column, a report of the proceedings of the adjourned meeting of adventurers in the Pembroke and East Cribinis Mines, in continuation of the business transacted on Aug. 15, upon the whole of which we have not only to congratulate the parties immediately concerned, but the mining interest generally. The mode of conducting the business by the Chairman of the committee, Mr. Margotson, appears to us to be the best calculated to sustain the general credit of mining affairs, and to inspire confidence in the public. Although at the meeting of Aug. 15 it was resolved to carry out thoroughly the five material recommendations contained in Capt. Dale's report, the Chairman expressed a wish that every adventurer should be apprised of that intention in time to agree with, or dissent from, the propositions, so that the opinions of the absent might be recorded as completely as of those who were present—a respectful deference to the views of the entire proprietary, which is but too seldom observed, when any committee of management has ever obtained sufficient power to prosecute the views of its own members. A resolution, embodying the suggestion of the Chairman, was in consequence transmitted to each adventurer, and the ascertained result, on Aug. 29, was a most satisfactory and preponderating majority in favour of proceeding with the works. Meanwhile, an important discovery in pursuing one of the points suggested by Capt. Dale had materially improved the prospects of the mines; and in the most friendly spirit leaving it open to the minority to go on in common with the majority, or otherwise, as the former may be disposed, it was further resolved unanimously, on a motion proposed by the Chairman, that the small proportion of forfeited shares, instead of being disposed of by the committee, should be offered to the adventurers at a fixed price per share, being the average amount of the calls in arrear upon them. That arrangement also, we have no doubt, will be made to the satisfaction of all parties; but whilst it was intimated at the meeting that purchasers in London were quite ready to take up these shares, we think it would be as well if the committee were to give every possible preference to residents in the neighbourhood of the mines, whose local interests must encourage the undertaking. In addition to these agreeable features, with reference to the Chairman and committee of management, we think we should be doing an act of injustice to Capt. Dale if we were not to mention the fact that our reporter could not learn of a single instance in which there was a want of concurrence in Capt. Dale's comprehensive views of the best mode of working the mines. Indeed, it seems to be the universal opinion that he is practically correct in every portion of his plan; and very cordially do we wish both himself and the adventurers the full realisation of what may be considered to be no more than the most reasonable anticipations.

It is with much pleasure that we learn a movement has already been made by gentlemen connected with the mining interest in the Tavistock district, to present a testimonial of respect to THOMAS NICHOLLS, Esq., of the Bedford Foundry, Tavistock. Mr. NICHOLLS is so well known to a large circle of mining adventurers, agents, and, indeed, the working miners of his district generally, that such an opportunity of paying respect to him will be readily embraced by his friends; and, judging from the expressions of grateful acknowledgment with which his name is always received by the working miners, the "poor man's penny" will undoubtedly contribute to add value to this demonstration, in recognition of the integrity of purpose and generous character of a gentleman who is an honour to his neighbourhood.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

AUG. 30.—The increased activity in trade, of which I apprised you in my last letter, continues, and we now hear of nothing but abundant orders, circulars announcing inability to accept further favours at present prices, hints from the miners that they consider wages ought to be regulated by advances on the price of iron, notices on the part of colliers that they must have an advance of wages, and all the usual symptoms of an active reaction against the dullness and insolvency through which we have passed. It is reported by the large houses that they have more orders on their books than they can execute during the remainder of the quarter, and that they will not take any more, except subject to whatever advance may be declared at the next preliminary meeting in September, and what that price is to be will depend, no doubt, upon such further circumstances as may turn up to regulate the decision of the masters. 20*s.* a ton is the least sum talked of, and that 40*s.* will be proposed I have little doubt, if the present reported demand continues. It is a fortunate change for the better, and gratifying, compared with the recent inactivity; but I hardly remember a more general expression against a wholesale advance of price such as that contemplated, as it is to be found in nearly all the papers in which notices have appeared upon the subject. It is denounced by nearly all parties as impolitic, because of the more than probable commotion it will cause in the labour market, and its interference with existing prices of manufactured goods, and contracts which will not expire before the rise must come into operation. All, however, will be unavailing: the usual laws of trade will take their course, and now, as heretofore, the demand governs the quotations, although it is feared that an excessive rise may check the American trade, and other markets, from which we have received some useful orders. One respectable house issued circulars last week fixing the advance at 20*s.* per ton; thereby entering, as it were, so far as one establishment can do, a protest against 16*l.* for bars. The principal demand at present is for sheets, which a few weeks ago were comparatively a drug on the market, owing to the great reduction in the make, but the large quantity recently required for the purposes of the war has led to increased demand, with a limited supply, and hence the facility with which prices are run up.

It is to be regretted that, as usual, with a return of prosperity the men give way to greater irregularities, and it is with much difficulty they can be kept to anything like regular labour; and, between the demand for men in the harvest and in the battle fields, the great manufacturing works of the district will hardly be able to carry on extensive operations, if the men who are engaged in the pits and mines cannot be induced to adopt more industrious and regular habits. The farmers, as one of them writing from an adjoining county says, are at their wits' end for hands to cut the harvest, which has ripened suddenly upon them; and he recommends that the Government should allow the militiamen now on duty in the agricultural districts to turn into the fields and assist in cutting the wheat, as they have been permitted to do in Ireland. If this suggestion, or something like it, be not adopted, much loss and inconvenience will be felt for want of labourers. At all events, there ought not to be an able-bodied pauper allowed to remain in a workhouse at such a time.

Owing, I suppose, to the improved tone in trade, a rather unusual number of sales of mining property is in the market, amongst which I find, in one paper alone, the following:—The Crookley Iron-Works, West Bromwich; iron-works and plant, at Greet's Green, West Bromwich, called the Staffordshire Iron-Works; the Nithsdale Iron-Works, now called the New Cumnock Iron-Works, in Scotland; the Oak Farm Iron-Works, near Dudley; a colliery, and ironstone-works, in the Staffordshire Potteries; 80 acres of coal and ironstone mining estate, in the most central part of the Staffordshire Potteries; and a forge and rolling mills at East Dean, exclusive of a great number of small properties of less importance.

In the Coal Trade, the demand continues more than brisk, and greater than can be conveniently supplied, owing to the intimation of the men, and prices consequently continue high—much higher than they ought to be for manufacturing purposes. The prices at the wharfs at present are—Best, 13*s.*; common, 10*s.*; and lumps, 9*s.* per ton. One of the local journals, in reference to the trade, observes:—"The coalmasters complain bitterly of the big boats, which carry 25 cwt. at least for a ton, and say, if they were properly indexed, coal could be reduced considerably, domestic consumers benefited, and the colliers have their 5*s.* per day." This certainly seems a very unnecessary complaint on the part of the masters. Surely, if the boats referred to are not properly indexed they ought to be, as it is neither more nor less than simple justice if they are not.

In the Metal Market, there has not been any particular change here during the week. The demand for copper continues unabated for shipping purposes; but at the manufacturing consumption is limited, and prices, although firm, are not likely to be further advanced at present. There is a considerable quantity of tin in the warehouses, and prices are firm at

the last quotations. Of the precious metal, the refiners give satisfactory accounts. They have now in hand a considerable quantity of gold received by the last arrivals from Australia; and some of it, reported from the newly-discovered diggings, is of a very superior quality, and giving more than an average yield.

With respect to the General Hardware Trade of the town and district, the returns from the merchants and general dealers are satisfactory, and indicate a steady improvement, if the threatened large advance in the price of iron will not stop progress. The hollow ironware trade would certainly be materially affected by a rise of 2s. per ton; and the lock, hinge, and other branches, carried on at Darlaston, Wednesbury, and West Bromwich, would be also damaged.

In connection with the meetings of the week, in which we are immediately interested, is that of the South Staffordshire Railway Company, held at Lichfield, on Monday, Mr. R. C. Chawner in the chair. The usual dividend of 4 per cent. per annum was declared, and new shares were created to the number of 12,700, at 10s. each, to be offered to the present holders in the proportion of one new 10s. share for every entire number of seven 12s. old shares. The report of the directors is, on the whole, satisfactory. The traffic from the Cannock Chase Mines is daily increasing, and must eventually prove a source of considerable revenue to the company. Of the result of the recent failures there is now very little publicly known, beyond what transpires through the Bankruptcy Court. With reference to those cases brought before the Commissioners, amongst them I find the affairs of Mr. Joseph Spencer, of Bilston, iron-founder, and 28,978s. 9s. 6d. of whose liabilities were proved on Saturday last, and which are to be settled under the assigneeship of Mr. Daniel Joseph Fleetwood, of Birmingham, metal-dealer, and Mr. John Benson Shorthouse, of West Bromwich. In the matter of Messrs. Monk, of Prince's End, iron-founder, there are a great number of disputed debts, which impedes the appointment of assignees. It is, however, expected that they will be appointed to-morrow.

IRON AND COAL TRADES OF YORKSHIRE AND DERBYSHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Aug. 30.—The prospects of the iron trade become every week more encouraging. The mills and forges are well employed, and there are a good number of orders on the books at the advance we announced last week, of 20s. per ton. The only drawback to these bright anticipations is the extension of the prohibitions to the exportation of iron, by an Order in Council, dated Aug. 11: the prohibitions apply to rivet iron, angle iron, round bars, rivets, strips of iron, sheet plate iron, and Low Moor plates, which are not to be exported to any place in Europe north of Dunkirk, nor any place in the Mediterranean Sea east of Malta. Hoops and flat and square rods are excepted. There is a likelihood of a good demand for iron springing up from India and Australia, as well as from Canada and the States. The Scotch pig-iron market has been steady, and prices have ruled from 79s. 3d. to 79s. 6d. There is a tolerably good demand for Derbyshire pig-iron, and prices have been firmly maintained.

In the Coal Trade, there continues to be a dullness, which, however, is not expected to continue long. The stocks generally are lower than usual at this period of the year; and as soon as the winter demand sets in, prices are expected to advance. There is likely to be an augmented production during the winter season, as several new collieries in Derbyshire will be producing coal.

The Steel Trade is dull, and although a few more orders than usual have been received from the States, there are no symptoms of any immediate improvement.

The organisation amongst the steam-engine proprietors at Sheffield is still going on, and they have formed themselves into a society, for the protection of their mutual interests. They feel that they have been persecuted with undue severity by the smoke bye-law committee of the Town Council and their inspectors, whose evidence they have not had any means of contradicting. They have entered into a subscription of 6d. per horsepower, to defray the expenses of their society; and at a meeting on Monday evening they appointed a deputation to wait on the members of the Town Council, with a view to adopt some measures which would render less necessary prosecutions for the non-consumption of smoke.

The Wingerworth Iron and Coal Company have opened their new pit on White Bank, from which they are getting coal. It is situated on the margin of the Midland Railway, so that the coal can be shipped on the line with the greatest possible ease and expedition.

The Board of Trade returns for the past month were issued on Tuesday, which, compared with the corresponding month of last year, showed a falling off in the declared value of our exports of 1,289,260s.; the decrease in metal is 239,541s.; this diminution has been in steel and spelter only. The general trades of the country are improving, and we have every prospect of an abundant harvest.

The Whittington bed of coal, near Chesterfield, is about being fully developed. The coal has recently been purchased by Mr. Foulkes, of Sheffield, and two new pits are about to be sunk immediately, of 70 yards depth and 6 ft. 8 in. diameter. A new siding was opened on Monday last, between Tupton and Whittington, to convey the coals to the latter place to the Midland line, and thus to add another feeder to the mineral traffic on that railway.

At a numerous meeting of miners and freeholders at Bradwell, on Saturday, to present Mr. Burgoyne, of Eyam, with a testimonial for his successful efforts in opposing the Rating of Metallic Mines Bill, that gentleman went fully into the question of rating, and his remarks (as given in another column) will be read with interest.

STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

Aug. 30.—Business in both stock and shares was altogether of a limited character this week; and, notwithstanding the favourable reports of the several railway companies, their shares participated in the general dullness, chiefly owing to the wet weather, which it was thought would prevent the sowing of the cereal crops and injure the potatoes, coupled with the absence of any foreign political news of importance. Consols remained at about 91, and New Three per Cents. about 91½. Hibernian Bank shares advanced to 33½, or ½ per share, while Royal Bank shares rose ½, and reached 20½; I think I am correct in stating that this is about the highest point they have ever yet touched. As the accounts to be submitted to the next annual meeting in November will be made up to the end of this month, something has probably oozed out to justify the rise. Mining Company shares advanced during the week 10s., but have receded since 7s. 6d. Great Southern Railway shares dropped gradually from 52½, but quote to-day 50½ (ex dividend), or about 52 with it. Midland Great Western have dropped about 1½. In other shares there has not been much change of importance. The following are the latest quotations:—Consols, 90½; New Three per Cents., 91½; Hibernian Bank, 33½; Royal Bank, 20½; City of Dublin Steam (1836), 28½; Patriotic Insurance, 9; Mining Company of Ireland, 13½; National Insurance (ex div.), 27½; Cork and Passage Railway, 9½; Dublin and Wicklow, 6½; Great Southern and Western (ex div.), 60½; Killarney Junction, 6½; Midland Great Western (ex div.), 49½; Newry and Warrenpoint, 4½.

The Freeman's Journal, in its last commercial article, announces the probable establishment of two new joint-stock banks in this city, one on the plan of the New City Bank of London, and the other combining banking with insurance business. I made some remarks on this subject last week; I would not then venture to offer an opinion, nor will I now; I hope, however, that the mark will not be over-reached in forming two companies at the same time, though the success of our existing institutions would certainly warrant the establishment of one.

As I mentioned last week, the meeting of the Great Southern and Western Railway Company came off on Saturday. The Chairman, in his address, congratulated the proprietors on the very satisfactory state of the company's affairs; he entered into a complete *exposé* of the company's position, which was listened to with satisfaction, and he gave it as his opinion that the dividend (5 per cent.) would be the lowest the proprietors would ever receive.

The meeting of the Grand Canal Company was held yesterday. The statement of accounts was made up to June 30, and showed a profit of 7990s. on the last half-year, or the winter's working. The assets of the company, as shown, are 17,906s., exclusive of 10,000s. vested in Government Stock, as a reserve fund; the company's property was stated to be in a most efficient state, and a dividend of 1½ 2s. 6d. per cent., free of income tax, together with the amount of tax deducted in the last half-year,

was unanimously declared. The arrangements with the Midland Great Western Railway Company are not yet entirely carried out.

The report of the Dublin and Drogheda Railway Company has been printed, as also the statement of accounts; the latter shows an increase in the gross receipts of 2178s., which is met, however, by an increased expenditure, owing to higher prices in almost every article of consumption. The amount available for dividend is 12,432s., out of which the directors propose to pay a dividend at the rate of 4½ per cent., or 30s. on each 76s. share, and 10s. on each one-third share. The company have enlarged their stores, and added to their rolling stock during the half-year.

The Dundalk and Enniskillen Railway Company's report and statement of accounts have also been printed. The balance between receipts and expenditure is 3824s., which will enable the directors to pay a dividend of 6s. per share, or at the rate of 2½ per cent., after paying interest on debentures and the Government loan, leaving 997s. to be carried to the reserve fund. This railway was opened to Newbliss on the 14th inst., and as the line is not half completed yet, it is satisfactory to see that the directors are enabled to pay a regular dividend, though small, on that portion which is available for traffic.

It is with regret I have to state that the Mining Company of Ireland have lost an old and valuable officer, by the resignation of their late secretary, Mr. Richard Purdy Allen, whose connection with this company has extended, I hear it is stated, over a quarter of a century. His successor is Mr. Robert Heron, who was lately connected with the company, and who, knowing the details, will, no doubt, be well qualified for his new post. He has filled other offices of a public nature, with credit and ability.

THE COAL MINES INSPECTION BILL.

BY THE MINERS' DEPUTATION.

GENTLEMEN,—In the wide wake of conflicting interests, as exhibited in the absorbing and exciting vortex of comparative legislative functions, the nervous congress of coal viewers at Craven Hotel, and the exalted and noble advocacy of the mining deputation in Agar-street, there is obviously a locus on which to ground a few brief observations, which, if properly tempered and received, may be available alike to the legislator, the coal owner, and the miner, in their future efforts to check the cause of fatal accidents, and raise, by a gentle but efficacious hand, the social position, now far too low, of all engaged in the important but perilous branch of our national industry—coal mining. But now, allow me to express my earnest hope that the accomplishment of so desirable an object will not be attempted by centralising the products of mental and physical resources, but by the Christian diffusion of intelligence and wisdom, and also by enlarging the fields of intellectual development amongst England's worthiest and noblest sons. Fellow-workmen, no enjoyment can possibly be sweeter, on this side of the Elysian fields, than the hallowed and sacred reflections of the man of toil; he eats the bread of his own industry, which is sweeter and holier because it is not leavened by the widow's sorrow and the orphan's tear; because it is unalloyed by those base and poisonous adulterations which feed for a little while the voluptuous appetites of low-motivated despotism, under whose blighting, withering, and baneful influences the greatest and noblest people have fallen an easy victim. Rejoice, then, man of labour, that thy works yield no response to the fearful but graphical and justly delineated lines of the modern poet:—

"Sooner or later, I too may passively take the print
Of the golden age—why not? I have neither hope nor trust
May make my heart as a millstone, set my face as a flint,
Cheer and be cheered, and die; who knows? we are ashes and dust,
Peace sitting under her olive, and slumbering the days gone by,
When the poor are hovelled and hustled together, each sex, like swine,
When only the ledger lives, and when only not all men live;
Peace in her ivory tower—yes!—but a company forgets the vineyard and the soil,
And the virtuous machine smokes up in the rotten heart, and sits on the throne,
Till the filthy by-lane rings to the yell of the trampled wife;
While chalk, and alum, and plaster, are sold to the poor for bread,
And the spirit of murder works in the very means of life."—*Youngson's Mind.*

A committee of the House of Commons have been appointed to examine witnesses and collate evidence respecting the awful accidents which have continued successfully to spread a gloom over the homes of the colliers, and influence their conduct and prospects by the loss of a father, brother, or son. On the evidence thus collected, a bill has been prepared by the Government, and passed, with a good deal of bickering, both houses of Parliament, the object of which is to diminish the accidents just alluded to. There can be no question whatever that the evidence now before the public confirms the belief in a satisfactory manner that many of these accidents can be accurately traced to their primary cause, and that is the ignorance, carelessness, and recklessness on the part of the men themselves; and to the parsimony, ignorance, inattention to the frightful sacrifice of human life, and unscrupulous means of possessing the filthy lucre on the part of the coalowners. But, however, it is refreshing to observe, and all must rejoice in the fact, that a better, healthier, and more correct feeling is beginning to dawn on our manufacturing and labouring population; the great capitalists are beginning to perceive the just weight of their responsibilities, duties, and manner of distributing the wealth which they have wrung from the hands of toil. A large school room is now building, at a cost of nearly 3000s., by the Clay Cross Company, near Chesterfield, Derbyshire, Sir S. M. Peto, Sir J. Walsley, Mr. Betts, and Mr. Jackson, the object of which is to supply comfortable accommodation for the education of the colliers. It is proposed to teach the elements of music and singing, as well as the ordinary branches of reading, writing, and arithmetic; this is no doubt a step in the right direction, and I do hope that its advantages, which I must confess are not slight, will not be marred, or its usefulness circumscribed by paltry party feelings respecting the higher culture of religious principles. Although, on the whole, the bill for the inspection of coal mines in Great Britain is tolerably good, and the coal miners have great cause for congratulation, still there is no difficulty whatever in perceiving on its pages the evident impress of the monied interest of the House of Commons. The viewers and coalowners have influenced the Minister on several important particulars in this bill; and it is humiliating to state that this object has been accomplished to some extent by a threat of stopping the coal mines, if the representations of the viewers were not attended to and carried into effect. Certainly when I read the letter of the miners' deputation, which conveyed to the public this piece of insolence and despotism, I did feel strongly that Sir George Grey would spurn it with indignation, and would not allow such base, unpatriotic, and selfish insinuations to influence his public conduct in reference to this bill. This conviction, however, has been too successfully assailed by the recent spectacle which has been exhibited to the country in the House of Commons by a distinguished representative of the interests of a proud city, who can point along the tortuous vista of the past to a line of illustrious achievements in the honourable battle-fields of religious and civil liberty. Are not the material acquisitions of wealth producing their inevitable consequences in enervating the mental and physical powers of the present governing classes of this country? Can the people place the slightest confidence in the powers of our rulers, either to comprehend great interests, or even the honesty of purpose to associate feeble and vacillating conceptions? Is it not indicative of dotage, or a sensible approach to physical and mental dissolution, to state gravely to the House of Commons "that I have done the state some service, and they know it?" The honourable antecedents of 1832 can only justify themselves; they are powerless to adorn the Austrian despotism tendencies, or to shield the noble lord from the just consequences of his vacillating council and inexplicable conduct both in the Cabinet and the Parliament.

It is a right we ought to enjoy, and I hope never to see a power arise to deprive us of so just and so sacred a privilege, to express in terse and unmistakable language our convictions on the policy and conduct of public men, on whose veracity, honesty of purpose, and judgment, our destiny depends. Nothing has struck me so forcibly of late as the circumstance (I lament to confess it) that all my fellow-workmen whose curiosity, duty, or inclination has led them to the House of Commons, agree in their testimony that, saving a few honourable exceptions, all the members of that august assembly present a miserable incompetency to weigh, in the sacred balance of justice, the advantages and disadvantages of social questions, apart from the all-absorbing topic of low-motivated despotism. Hitherto, every Minister, from the lowest to the highest, has been influenced by the powerful importunities of the moneyed interest, and each in his turn has disregarded intact the important element of labour, as something contemptible and beneath his gracious regard. This is to be regretted, and I cannot but entertain at least a hope of a happier and brighter future, and that the House of Lords, who appear to be actuated by juster and far more exalted impressions of the dignity of representative Government than the House of Commons, will continue to exercise their powerful support in devising just and equitable laws, to regulate the conduct and interests of the people at large. What can be said of the economical views of men

who can sanction the extravagant expenditure of 4000s. in fitting out a gorgeous saloon at Portsmouth for the reception of Her Gracious Majesty during the brief space of half an hour, in spite of the representations of an already over-taxed people; and then on the other hand, withdraw, in their hearts, from the encouragement of science 1000s., which has been given for the space of four years to the Royal Society, for that learned junta to distribute, with a view to extend the boundaries of abstract and practical science? Can the attentive readers of history see anything in such transactions beyond the same foolish adulations which were rendered by the overrated Persians to their feeble and dissolute monarch, Darius, even when the strong and half-civilised Macedonian was planting his footsteps nearer and still nearer to universal dominion? Has not the country already lost its confidence in the capacity and honesty of public men? What other conclusion can be arrived at by thinking men; when a majority of three votes had to decide such an important question, in our intercourse with foreign nations, as the Turkish loan? "A house divided against itself cannot stand." Enough, then, has now been said on this painful subject; therefore, let us endeavour to observe a more cheering aspect in the fact that the coal mines inspection bill, which consists of nineteen clauses, is on the whole calculated to diminish the accidents to which the collier is subject, if all parties whom this bill concerns will try to carry out faithfully its provisions.

The second and third clauses make the appointment of Government inspectors imperative, and also that such inspectors shall not in future be employed otherwise than in attending to the interests of those engaged in the coal mines. There can be but one opinion respecting the wisdom of these clauses; it is only fair that the inspectors should not be allowed to prosecute their private interests in the time which should be devoted exclusively to the service of the Crown. The fourth clause contains seven general rules, which are alike applicable to every coal mine in Great Britain; adequate ventilation, pits not in use to be fenced securely, working and pumping shafts to be properly fenced when not at work, unsafe shafts to be properly cased or lined, means of signalling from the bottom to the top of the shaft, an adequate break to be attached to every machine used in lowering or raising men, and proper gauges for the steam-boiler, are so manifestly necessary for the safety of the miner, that they need only to be mentioned to be at once acquiesced in. In clause 5, which professes to define the duties of inspectors in relation to the coalowner, there are evident marks of a deadly conflict with the proud foe—monied despotism; and after reading 6½ lines of earnest antagonism, it is obvious that the combatants have retired from the sanguinary contest with an exhausted frame and feeble hands, without producing any very marked effect in either direction. The only fault to complain of in this clause is the delay which will be occasioned by the coalowners communicating directly with the Home Office, instead of sending their communications to the inspectors themselves. Much of the sufferings of our brave and noble army in the Crimea last winter may be traced to the suicidal routine which is persevered in, to satisfy the morbid sensibility which pride, conceit, and monied success never fail to create. But, however, the clause fully enforces the establishment of special rules by the coalowners, and to be ratified, indeed, by the inspectors through the Home Office. The sixth clause provides for the publication of the rules, both special and general.

It is consoling to every miner to see the interest which the Members of the Upper House take in all that concerns the welfare of the working man; the alterations in clauses 7 and 9 were accomplished in the House of Lords; and I feel certain that the miners cannot esteem these alterations too highly as important additions to the effectiveness of the bill, and as a specimen of the determination of the higher dignitaries of the State to legislate for the benefit of labour, and not to support the monied despots of the Lower House. Any one would feel as I did, humbled, when I heard a respectable friend, who travelled 25,000 miles last year, state at a dinner party, which numbered amongst the guests Members of Parliament, that the greatest and worst tyrants he observed during that long sojourn were the Anglo-Saxon race. Can this be wondered at? Is it not notorious that the possession of this country under the peridious leaders of Horne and Hoggist was a breach of good faith, a violation of confidence which had been misplaced, by an inoffensive people, who had been deceived by the Roman civilization, and, therefore, were unable to defend themselves against the marauding expeditions of the Picts and Scots. Hardly any amount of mental culture can exterminate that from the flesh which is bred in the bone, and hence the Anglo-Saxons have continued during a period of fourteen centuries to exercise the same treacherous disposition when practicable, the same love of conquest and self-appropriation of the products of other men's labour, which so prominently characterised their early invasion of this country. They commenced their rule with nobles, freemen, freedmen, and slaves; whom they have continued to preserve under the fascinating garb of civil and religious liberty.

The concluding clauses of this bill relate principally to such regulations as are necessary to insure its safe and proper working, which is to commence on the 1st January, 1856, and terminate its important functions in the space of five years. I feel certain that my fellow-workmen will respond heartily to the sentiment, that the coal miners of England have just cause for congratulation on the success which has attended the labours of their deputation, which has been in London nearly two months. No man, under the circumstances, could have acted more judiciously as a whole, in conciliating the prejudices of caste, while sternly and manfully asserting, before Lords and Commons, the rights and safety of the colliers of whom they form a part. I see but few alterations in the bill that would be desirable, and those are in form only, not in substance and spirit, and I do trust that every collier will respect the revered names of Lord Shaftesbury, Mr. Cayley, Mr. Crook, Mr. Dillwyn, and of Mr. M. Mahon, who have invariably advocated the cause of humanity, and to whose labours the success of the bill for mines inspection is chiefly indebted. It is much to be regretted that Mr. Robert Stephenson, who is so thoroughly liberal in his encouragement of science, is not included amongst the list of patriots above referred to; if there be one man who should sympathise with the man of toil, should advocate his interests, and defend his privileges against the monied despotism of Mr. Hutchins and Mr. Wood, more than another, that man should be Mr. Robert Stephenson. A contrary supposition is to acknowledge at once one of the most mysterious and dazzling anomalies that ever flit across the intellectual horizon. Why should he assume himself and astonish the uninitiated by putting critical engineering questions to the colliers' representatives, instead of penetrating more deeply into lessons which these men were so well calculated to impart? Mr. Stephenson's abilities as an engineer are undoubtedly great, and far beyond my criticism, but still my conviction remains intact, that his remarks on the fall of roofs, &c., as given in the Blue Book, will not stand the test of a rigid and critical examination.

Fellow-workmen, nothing more can be done by the Government with legal enactments to promote yours and my interest; the remainder, which I confess is the greater part, is entirely within our own hands, and there is no use whatever in imputing the matter, for if we stay in the fifth and in the mire until the Samaritan passes, we shall have to witness a long and irregular line of inveterate priests and conservative loaves, who will leave but little for the blasting blast of the Samaritan to exercise its virtue upon. Enactments, then, can do no more to alleviate the wrongs of the collier; but still the Government can do much in the development of education, by means of timely and judicious encouragement, if it is sincere in its professions respecting this great and glorious object. The present Bill for Coal Mine Inspection enables the Home Secretary to appoint a number of fit persons as inspectors of coal mines, and also to disburse them in the same summary manner; and I know that the colliers, as well as of these very important and responsible officers, as it was this question on which the deputation and the viewers joined issue at the celebrated congress at the Craven Hotel. The masters and viewers were designated, at most of a few educated men, scientific viewers as they were designated, at a small salary of 800s. per annum; the deputation from the colliers, on the contrary, suggested the appointment of a greater number of practical men at a less salary, believing that such would be more in unison with the views of the colliers, for whose special benefit such appointments are made. The of the colliers, for whose special benefit such appointments are made, it appears, could not raise its lofty thoughts to comprehend the length and breadth of that great social problem—that services over-paid are not in general well performed. They thought, and with some degree of justice, it would be better to establish different classes of inspectors, some at a lower and some at a higher rate of salary, instead of having a few appointees at the high salary of 800s. per annum. Therefore, they ventured to suggest the appointment of colliers themselves, if properly qualified, to such subordinate situations, as an encouragement to labour, and as a healthy stimulant to aid the development of education. But the reception of this proposition, so feasible and so just, was not commensurate with its im-

importance on the question of mining, even when it is viewed from an economical aspect. Back party then recommended to the notice of the committee a different solution of this problem of inspection, and therefore, the colliers will look with some anxiety to the appointment of these officers, with a view to observe the tendencies and sympathies of Sir George Grey and the Right Hon. W. Cowper, in their connection with labour. I trust they will see their duty, as well as the future benefit of their country, in leaning to the weaker side, and so make these appointments as not to encourage central collegiate institutions, but to aid the development of practical science, and stimulate a vigorous prosecution of mental culture amongst the colliers themselves. If a contrary course to this be perverted, persevered in, in consequence of the urgent and clamorous representations of Mr. Hutchins and his colleagues, I have no doubt that every man will see his duty and his interest in the possession of a minute enquiry into the elements of political power; then it will remain to be seen whether a small fraction of the community having, either by accident or unfair dealing, obtained a few ounces of paltry gold, with no other qualification, will be allowed to exercise tyrannical control over the vast interests of labour. It is no inordinate desire on the part of the colliers to be anxious to raise the value of their services to the commonwealth, and so to exchange the productions of their invaluable labour, that their wives and their children may have bread, and a social position, which is the privilege of extensive communities. Follow the man of wealth, who generally fails not, to his princely residence, and then observe how careful he is to provide for the wants of his cats, dogs, cattle, and horses, that minister to his pleasures; and observe also how little he cares for the wants and comforts of the labouring man—a high intelligence, the image of his Maker, whose services cannot command that which is necessary to supply the ordinary and daily wants of a family. The first step towards a remedy for such a deplorable state of things is certainly not to be found in strikes, physical revolutions, and wanton destruction of the fruits of industry, however unworthy they may be accumulated; but in the possession of a vigorous intelligence, which is within the accomplishment, by perseverance and diligence, of the humblest child of labour. There is nothing that will raise the importance and value of labour so much as a cultivated mind; and there is no weapon with which the colliers can strike so effectively against monied despotism, and urge the Legislature to pass measures founded in justice, as they can with the weapon of a high and lofty intelligence. Take a practical case in point; I have been and putted for Mr. Nicholas Wood many a long day, with weary limb, but I should like to know if that Anglo-saxon, slave, as he is, to unjust gains, could bind me to that bond which the men of Hutton Colliery despise in their hearts, but which is at present enforced upon them by their own circumstances, and that selfish aggrandizement which never fails, in its full purpose, to crush the earliest manifestation of independence in the man of labour. Tell me not of Russian serfdom; the lot of that people is happiness indeed, when compared with that of a collier, who is excluded from the rich enjoyments of day, to respire in a stifling atmosphere in the caverns of the deep, for a small pitance just sufficient to preserve life, and make it subservient to the vile purposes of material gain. Aug. 30, 1855.

MANUFACTURE OF STEEL.—ELECTRIC PROCESS.—The Electric Power Light and Colour Company having brought under the notice of Mr. Atkinson, steel manufacturer, Sheffield, their patented electric process for improving the manufacture of steel, that gentleman has been induced to test it, and the report of Mr. Hunt, who watched and superintended the experiments on behalf of the company, will be found satisfactory and important. The workmen in Sheffield have pronounced the electric steel to be superior for many purposes to that made in the ordinary way; and Mr. Atkinson states that if the process is followed up, for some time, it will require less carbonization, the adoption of the electric process will take place, and its use in all its various ramifications will only be restricted where iron and steel are not known. He believes that a saving of 20 per cent. will be effected in the manufacture. In a furnace recently constructed on the company's works, the steel manufactured from English bar-iron was found to be equal in quality to that manufactured from Swedish iron. This would increase the value of the process to such an extent that it would be impolitic to dwell on the results. Taking the minimum quantity of steel manufactured at only 50,000 tons annually, it will give some idea of the value of this process, and the great benefit it is secured, beyond all doubt that the electricity generated by the patented process of this company is not only costly, but that the products of the batteries can be converted and sold to realise a profit.

UNION OF SMOKE-PREVENTION PATENTS.—We are happy to announce that a company is in advanced progress of formation, under the Limited Liability Act, for the purpose of advancing a variety of inventions for the prevention of smoke, with a view to the economical and universal attainment of that important object. When the Metropolitan Act for the suppression of smoke was under consideration in Parliament, it was stated that some years previously upwards of 40,000 furnaces were in existence which would be amenable to the law if it were applied throughout the kingdom; but that there was no doubt they had increased to above 50,000, inclusive of the year 1854. That calculation, however, looking at the enormous preponderance of furnaces in the manufacturing districts, must have come much below the actual number; since in the metropolis alone 8802 furnaces were ascertained to be at work in 1854, of which comparatively few have been converted to any system of smoke prevention. In such extensive field of operation, it will be seen that a moderate royalty for the use of any patent, or patents, by which smoke can be prevented and fuel saved, with reasonable charges for putting up the apparatus, would prove highly remunerative to a company as proprietors of such inventions, by attaining for them the full benefit of general patronage. On the other hand, of the numerous patents taken out for the purpose of smoke prevention, many are of very great merit, but amongst them all there is not one that can claim the exclusive excellence of being equally good for every practical requirement, whilst the majority of them are only adaptable to a limited number of furnaces of peculiar construction; and hence occasional failures, where universal success has been anticipated, have induced the proprietors of furnaces to pause, and either run the temporary risk of penalties, or adopt, for the moment, the most expensive description of coal. And, with a knowledge of these facts, this company will be established as a focus of operation for the various smoke-prevention patents, to be used under license, or other conditions, from the proprietors, upon the principle of a central patent, and the United Kingdom Railway Company, by which the points for improvement in the construction of railways are worked with the utmost advantage and profit. Beyond these leading points the communications made to us are of a confidential nature; but we do not presume too much in saying that the direction will comprise gentlemen of considerable influence and commercial standing, and that they have already made arrangements with respect to patents that have passed the ordeal of preliminary difficulties, and realised large and rapidly-increasing returns, as a sound practical basis for general co-operation.

GREAT WHEAL BUSY UNITED MINING COMPANY.—We alluded last week to this adventure, and the prospectus will now be found in our advertising columns. The property embraces Wheal Busy, Wheal Daniel, South Hellenbeagle, Old Hellenbeagle, North or New Hellenbeagle Mines, and an area of ground one and a half mile long by one mile wide, situated in Kenwyn, Cornwall, and abutting on Wheal Union, the Great Consols, and the United Mines on the north, the Trekerby and North Downs on the west, the Duke's 1-24th, and the terms 31 years. These mines contain upwards of 20 copper and tin lodes, and have paid immense profits to the adventurers. It is stated to be the opinion of persons conversant with mining matters, that these mines, comparatively speaking, are in their infancy; and that they will have been set to work in the immense profits that will accrue will place them in a position second to none in Cornwall. In the report of the late engineer he states that the water drawn from Wheal Busy on an average for 12 months was 1,000,000 gallons per minute; and that an 85-hp engine will be ample not only to drain the mine, but will be sufficient to process the enormous quantity of ore, which is estimated to be 1,000,000 tons per annum. The New Hellenbeagle, which will be sufficient for every purpose. It is thought that much less than 60,000 ft. will be ample to put up all proper machinery to drain the mine to the bottom, and that when so done, they will pay 35 per cent. on the capital invested. It appears from the several reports given by the mine agents, that there is upwards of 300,000 worth of copper ore already discovered in the mines to take away. The operations in Wheal Busy commenced in 1810, and ceased in 1823, during which time the lord received as much as 1-10th, 17,192, 1855. The operations were carried on, and the mine being more than 20 per cent. less than the present price. The West Cornwall Railway runs through the mine from east to west. The mines are within four miles of Port Arthur, and six miles from Devon, and connected with both ports by a train, which runs through the mine to the surface; the engineer states, from the great improvement in mining machinery, he would now engage to raise the same quantity for 25, 6d. Amongst the list of directors already appointed are gentlemen of known respectability, and it is stated that more than half the shares are already taken; the object of the company being to effectually work the mines.

THE FURNACE MINING COMPANY.—An extension of the Butta Tramway, at Furness, near Ulverston, was celebrated by a solemn service, at which Mr. W. H. Schneider presided, assisted by Messrs. Joseph Haslam, Robert Hanway, the Hon. Sir John Lubbock, the Duke of Buccleuch's agent, and the company's engineer (Mr. J. H. Lane). The guests were principally gentlemen of the district, connected with mining operations.

The Stockton Ironworks are rapidly progressing towards completion, and are expected to be ready for opening in the course of a few weeks.

MOTIVE-POWER.—Mr. Fontaine-Moreau, for a correspondent, has patented an improvement in the mode of applying as motive-power heated air, combined with the vapour of ether, or of any other liquid easily vapourised. The invention consists of a cylinder, or of any other vessel, in which a double-acting valve, which serves to pump the boiler with air, which enters into a receiver placed upon the boiler. Two pumps, one for the cold condensing water, and the other for the ether, serve to regulate the condensed ether to the vapouriser. An apparatus to collect the heat of the expanded air after it has come to rest in the cylinder, which apparatus consists of a chamber furnished in the interior with a large quantity of sheets of wire gauze placed round the chamber. A second apparatus for evaporating the ether, which apparatus consists of a hollow screw revolving on a hollow cone or cylinder. This apparatus contains sulphuric ether, and the air heated by the furnace, after having passed its expansion in the lower cylinder, is driven into the second cylinder; it then passes into the heating chamber, where it escapes. Another cylinder, which is constructed on the same principle as that described for the evaporation, is used to collect water for the hot air. *Mechanics' Magazine.*

WEEKLY LIST OF NEW PATENTS.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.
C. Thompson: Prevention of smoke. C. Goodyear: Gunpowder; also, Covers for floors. T. Clunes: Pumps and fire-engines. J. H. Whitehead: Steam boiler furnaces. S. Mellor and T. Young: Supplying water to steam-boilers. A. Allen: Valve gear. H. Bedner: Rotatory steam-engines. J. C. A. Pfaff: Motive-power. V. Delapierre: Joining tubes and pipes. F. A. le Comte de Fontaine-Moreau: Feeding steam-boilers. W. Mickle: Smelting iron. G. Durham and C. Wyatt: Machinery for drying. J. E. Topham: Machinery for discharging coals from a ship. J. Morin: Artificial fuel. E. Topham: Charging steam-boilers. W. Horsfield: Railway axle-boxes. L. Marions: Consuming smoke. S. Statham and W. Smith: Electric telegraph cables. A. V. Newton: Railway chairs.

WEEKLY LIST OF PATENTS SEALED.

A. E. L. Bellford, Essex-street, Strand—Application of breaks on railways; also, Decoupling steam-engines; also, Machinery for making butt-joints of wrought-iron or other metal complete at one operation. [Inventor used on railways.]
J. Gedde, Wellington-street South, Strand—Machinery for stopping or retarding G. M. Miller and J. Wakefield, Inchicore, Dublin—Improvements in pistons for engines driven by steam or other elastic fluid, which improvements are also applicable to the pistons or plungers of reciprocating pumps. [Inventor used on railways.]
G. M. Miller, Inchicore, Dublin—Axis and axle-boxes of engines and carriages in G. Lowry, Manchester—Lubricators. [Of the wind.]
J. Peabody, Old Broad-street—Machinery for obtaining motive-power by the action S. Stocker, Brighton—Machinery and apparatus for shaping of metals.
B. Blackburn, Chapman Common—Manufacture of pipes. [Generators.]
C. J. Dumfries, Rue du Chateau d'En, Paris—Alarm and safety whistles for steam W. G. H. Taunton, Liverpool—Pumps, pump-gear, and pump-buckets.
R. A. Brooman, Fleet-street—Projectiles.
K. Krupp, Essen, Prussia—Construction of railway wheels.
J. H. Johnson, Lincoln's Inn-fields—Application of carbonic acid gas as a motive-power. [draulic presses.]
B. Goodfellow, Hyde, Chester—Regulating the power for driving the pumps of hy-A. H. A. Durrant, Tooting Castle, Salop—Axle and axle box for carriage wheels, shafts, axles, or general bearings of machinery.

COATING METALS.—Mr. F. S. Thomas, of Cornhill, and W. E. Tilley, of Kirby-street, have patented an invention, which consists in plating or coating metallic surfaces with alloys formed of any two or more of the following metals—tin, silver, nickel, and copper, by forming solutions of the metals composing the intended alloy in any suitable way, then mixing the solutions in any desired proportions, and finally depositing the alloy upon the articles to be plated by means of a battery.

COUPLING RAILWAY CARRIAGES.—Mr. Roberts, an American engineer, has invented a coupling apparatus, in which is employed a simple oblong iron ring, like the link of a chain, which, when it is in its place in one coupling box, has its other part projecting beyond a bell-mouthed flange; so that when another car is run up to it, this link enters the flange thereof, and forcing the hooks upwards, passes under it, and is caught as it springs down without any aid from the attendants, being so arranged that while the carriages run straight the coupling holds, but loosens as soon as one of them diverges from the rails.

IMPROVED PAINTING BRUSHES.—Mr. Thos. Nash, jun., of Great Dover-road, Southwark, who invented and registered the copper band bound painting brush (formerly described in this Journal), has just specified his patent for "improvements in painting brushes, applicable also to other brushes, and to brooms." His specification thus describes this ingenious and practical invention:—"I take a webbing of cloth, which I prefer should be best fax webbing, but it may be best hemp webbing, and I prefer should be of the best quality, of sufficient strength to hold the hair, and being made by joining the ends of the piece of webbing or cloth, such band may be woven of the right size without any joint or seam. Having driven the handle tightly into its place, I drive through the band, bristles, &c., at right angles, or as nearly as may be, four or more copper or other metallic rivets or pins, which are driven in similar manner to ordinary nails. This being done, the whole will be firmly secured together, and will form a brush that will stand greater wear and tear, and other contingencies, better than any other in general use. This invention will be found extremely useful when applied to what is termed a 'block' brush, as by having the bristles enough to cover the 'block,' and a sufficient depth of the bristles, hairs, &c., it will ensure that the block shall not be disjoined from the bristles, hairs, &c.; for it may be observed that the great advantage of the webbing over string or wire binding is that, whilst string is wound round in parallel lines, side by side, or nearly so, the webbing or cloth is composed of numerous strands or threads, which cross and recross each other at angles, or diagonally. The specification describes further various modifications, as in adopting the webbing binding to 'sash tools,' &c., in combination with string or wire; also combining it with metal band binding, &c."

RAILWAY TRAFFIC RETURNS.

ENGLAND.—Subjoined are the traffic returns of the various English lines for the last week:—		1855.	1854.
London and North-Western	£61,666	£59,476	
Lancashire and Yorkshire	24,367	23,318	
London and South-Western	17,091	15,299	
London and Brighton	17,490	15,881	
Great Western	27,670	23,937	
North-Eastern	37,789	37,814	
South-Eastern	23,828	21,313	
Great Northern	25,874	19,801	
Chester and Holyhead	7,007	6,397	
Manchester, Sheffield, and	9,404	9,449	
Eastern Counties, Norfolk, and Eastern Union	23,975	23,204	
Bristol and Exeter	6,933	6,165	
East Lancashire	6,553	6,206	
London and Blackwall	1,731	1,853	
Lancaster and Carlisle	7,001	6,906	
Midland	30,174	29,910	
Oxford and Wolverhampton	8,865	8,801	
Newcastle and Carlisle	3,812	3,383	
Shrewsbury and Chester	9,919	9,233	
South Wales	6,287	5,486	
South Devon	2,781	2,492	
South Yorkshire and River Don	1,900	1,705	
Taff Vale	8,713	8,248	
West Hartlepool Railway and Harbour	3,000	2,608	

Total	£345,170	£353,085
SCOTLAND.—The returns on Scotch lines are:—	1855.	1854.
Caledonian	£12,662	£12,668
Edinburgh and Glasgow	6,131	5,924
Edinburgh, Perth, and Dundee	3,491	3,266
Glasgow and South Western	6,503	6,022
North British	5,743	5,377

Total	£34,500	£33,277
IRELAND.—The Irish returns are:—	1855.	1854.
Belfast and Ballyneish	£ 808	£ 810
Dublin and Belfast Junction	3,290	3,505
Dublin and Kingstown	1,282	1,120
Dublin and Drogheda	1,647	1,475
Great Southern and Western	6,171	5,998
Midland Great Western	2,936	2,578
Ulster	1,351	1,323

THE MID-WALES RAILWAY.—We recall the attention of our readers to some remarks published in this Journal in November last. In that article was shown the necessity of a line of railway to connect Shrewsbury with Welshpool, Newtown, and onward to the sea, passing through the mineral portion of the Resa Valley. It appears, by the report of the Newtown and Llanidloes Railway Company, that they have adopted our suggestions. If the views of this company are carried out to their full extent, they will connect not only Manchester and the trading districts of the north of England with Milford Haven, destined to become the most busy port in the world, but also Wolverhampton, Birmingham, and the whole of the Midland counties. Mr. B. Piercy, of Chirk, is the engineer, and Mr. A. Howells, of Welshpool, the architect, to the proposed line, to which we wish all success, as opening a new and important mineral district.

The Seinde Railway Company have received by the last mail letters from their engineers, who express an expectation that they will be able to open the first section of the proposed railway, consisting of 15 miles, in the course of a year, and that the traffic upon this section will suffice for a dividend at the rate of 10 per cent. per annum. We understand that the Indian Government have issued instructions that Harrichree, the higher terminus of the railway, shall be connected with the general system of telegraphs in India. This line is invested with additional importance, owing to Kurrachee being the nearest Indian port to this country.

Monday next has been appointed the settling-day for the bonds of the Antwerp and Rotterdam Railway, which are quoted at 3½ to 3¾ prem. These bonds are now placed on the Official List. The settling day for Antwerp Railway shares is also appointed. The settling day for the shares of the Antwerp Railway is also appointed. The settling day for the shares of the Antwerp Railway is also appointed.

The Great Luxembourg Company directors assemble in Brussels early next week to arrange definitely with the Belgian Government in respect of the new convention with the company. We may take this opportunity of stating that a line of railway from the Great Luxembourg Railway through the Duchy of Luxembourg to Coblenz has been determined upon. The capital will bear a guaranteed interest from the Prussian and Grand Duchy of Luxembourg Governments. This line, although not constructed by the Great Luxembourg Company, will be of great advantage to that company, as it will afford a direct route to the Rhine, in addition to that which, through the medium of the Paris and Strasbourg Railway Company, the Great Luxembourg Company will have through France.

At the Taff Vale Water Company half-yearly meeting, on Aug. 21 (Mr. Edmond J. Hutchins, M.P., chairman of the company, in the chair), the accounts having been read, and the formal resolutions passed, the directors were empowered to invest the redemption fund in the purchase of the company's shares, should they see fit so to do.

FOREIGN MINES.

The Pontgibaud Mining Company have received a report from Captain Richard, dated Aug. 28, from which the following is extracted:—At PRAVAT, the 70 mine, or bottom level, south of St. Martin's shaft, on the Henri lode, is driving by six men; the lode is large, and is bespangled with ore, and has the appearance of being near a junction, there being several branching branches already met with. We think we shall soon see the Amantine lode; the slopes in the back of this level, on the Armand lode, are producing 2 tons of ore per fathom. The slopes on the Henri lode, north of shaft, in the back of the 70, will turn out 1½ ton per fathom; these slopes are greatly improved, and give us great hopes of having good returns from the ground already laid open. The rise against Challard shaft is up 25 metres above the back of the 70, and the ground is favourable for rising; for the last 10 days this rise has been a good course of ore, and being near the place where we shall drive our 80 metre level, when the shaft is holed we hope to get some good ground laid open here shortly. We have resumed sinking the Challard shaft, and shall, no doubt, in three or four weeks make that desirable communication. We have again begun sinking Bontoux's shaft, and are under daily expectation of holed to the rise. At BAUX, the adit level, north on No. 3 lode, is turning out ½ ton of ore per fathom, and looking kindly. We have now two slopes working in this little mine, and shall soon be in a position to increase here also. At BARROUX, the 35 metre level, north of St. Barbe's shaft, is still driving on the eastern wall on the lode; we have cut through it a few metres behind the present end of the level, and find it looks very promising. The whole width is full 5 feet, very thorough; and by the assays already made, we find the ore very rich in silver, but we find it almost impossible to go on rapidly in this level without better ventilation, and we have commenced a new shaft north of the River Sioule, to come down a little before the present end of the level. In the 20 metre level, north of Leontine's shaft, we have a very good looking lode; it is 5 feet wide, composed of barytes and lead, producing of the latter 1 ton per fathom, rich in silver. Within the last day or two the water has been drained from this level, by Leontine's shaft, and we have great hopes of this fine run of lode making south under the close run of ground that our 20 has passed through. The slopes and tribute pitches in this mine are looking better than they have been since we commenced, and we expect now to increase our returns monthly. At ROSSAZ, the 35 metre level, south of St. Joseph's shaft, is again cleared, and we shall in a day or two begin stopping. The lode in the end is of a promising character, and turning out 1 ton of ore per fathom. The 60 metre level, north of St. Joseph's shaft, on the eastern part of St. Mark's lode, is looking a little better, and turning out ore. The 60 metre level, south of Mora's shaft, is looking promising, and producing saving work. We are under daily expectations of holed John's shaft to the 60. The slopes and tribute pitches are producing fair quantities of ore. At ROSSAZ, the 80 metre level, south on St. George's lode, is still in a good course of ore, and turning out 3 tons per fathom; the same level, south on No. 3, is producing 3 ton per fathom. We have begun a rise in the back of the 80 metre level, north of St. Mary's shaft, on No. 3 lode, and find it opens well; the lode is 1 foot wide, yielding 1 ton of ore per fathom. In the rise over the 40, south of St. Peter's shaft, the lode produces 1 ton per fathom; in a rise in the back of the same level south the lode produces ½ ton per fathom. The 20 metre level, south of Anna's shaft, is turning out ¾ ton of ore per fathom. The adit level, north of St. Peter's shaft, is turning out 1 ton per fathom, and looking very kindly; the same level south is producing upwards of 2 tons per fathom. The new lode discovered at surface, south of the Valley of Roure, is opening well, and maintaining its size and quality going down, and may still be estimated, at 200 ft. per fathom. We have begun a cross-cut east from the south adit, to intersect the new lode, and have already cut through one lode, about 1 metre wide, of great promise; where cut through it will yield 1 ton per fathom. Our slopes are looking well in these mines, and if we are not short of water, shall from this time begin to increase our returns. All our surface-works are being pushed with spirit, and our hopes are realised in the return of the labourers from the harvest.

The Australian Mining Company are in receipt of advices from their agent at Tungkillo, dated Adelaide, June 22. The following is an extract as to recent workings there:—"Owing to our having to put in additional quantities of timber to secure the ground, we have not yet completed cutting the pit in the 60 ft. level (Masterman's shaft), but I fully expect, by the end of this, or at furthest the beginning of next week, we shall be finished, when we shall resume sinking. I measured Polkinghorne's winze yesterday, and I find we have yet about 8 feet to sink to hole in the 60 ft. level. The winze is now sinking entirely in the horse of granite which I mentioned in my last as having come in. This ground being very fine, enables us to make good progress. The side lode by this horse is, consequently, thrown further off to the westward, and Baker's lode is going more down than usual, but still carrying a regular wall. In the transverse section I furnished you, you will observe, in the 60 ft. level under this winze, two lodes are shown, so that I expect this horse of ground will shortly die out, and the lodes again become connected with each other. In our sinking we have had large quantities of sugary spar and prau, with mauls in masses, and squats of yellow ore; and certainly, from these, we ought to be in the sinking branch of yellow ore, and having entirely in the horse of granite which I mentioned in my last as having come in. I have three men sinking in Penhale's winze, and I intend to deepen it to the same level as the 50, when we shall cross-cut to the eastward for Baker's lode. By the former workings northward on Baker's lode, I think it is sufficiently proved that the lodes in that direction are very poor; it is to the southward, therefore, that our trials ought to be made; and as far as we have seen Baker's lode, from Masterman's shaft south to Polkinghorne's winze, we have seen ground, with a lode far more promising than anything seen north of the shaft. By cross-cutting from Penhale's winze, Baker's lode, and the side lode, if necessary, we will proceed yet further south by 10 fms. This winze is now sinking in a position the side lode (hard spar, with spots of ore), but, as we are going near down again, I expect to get into easier ground, as well as thereby to shorten the cross-cut to Baker's lode. In addition to the above, I have two men stopping in the 40 ft. level, on the side lode, and they are raising some very fine stones of ore. When Polkinghorne's winze is down, I shall have two additional men to spare for this purpose. Accompanying this letter you will receive a statement of the quantities and costs of the ore we now have at Port Adelaide, and which is about to be shipped in the *John Banks*, bound from hence to India, and from thence to London direct. We have found it impossible to ship ore, and have, therefore, thought it best to avail ourselves of this opportunity. The freight is 18s. per ton of 20 cwt, and the captain gives an undertaking that he is not to tranship, nor trade from port to port. Our agent, when informing me of the completion of this arrangement, did not happen to state the port in India to which this vessel is bound, but I have, therefore, forwarded him a note to you, in which I have requested him to fill up this information, and post it by this mail. From the above statements you will be able to estimate the value of the entire shipment, so as to effect the necessary insurance thereon. You will observe that I have estimated the total quantity of best ore we have dressed up from the mine, including tribute ore, to be 30 tons, from which, if you deduct the ore now about to be shipped (say 10 tons), leaves 20 tons as the quantity we have now in the mine ready for cartage. I do not think that we shall be able, from the balance, to increase this quantity by more than 10 or 12 tons, but I hope our slopes will turn out fair quantities, so that our next shipment (say in the spring) may be equal to the present one.

The Colonial Gold Company have received, via Point de Galle and Marseilles, communications from Victoria, dated June 4:—"Mr. Spence, accompanied by Mr. Bowden, engineer and gold amalgamator, arrived at Melbourne after a rapid voyage, and reached Sandhurst on May 18. Mr. Spence had consulted with Mr. Comer on the position of the company's affairs in the colony of Victoria, and had concurred with him in the opinion that it was most desirable for the best interests of the company to obtain a freehold right to the ground at Sandhurst upon which the buildings and machinery stand. As some months must elapse before the purchase of the ground could be completed, it has been decided to adapt the small engine, and to obtain amalgamation of ore, which Mr. Comer may be able to obtain on fair terms, as well as to crush for miners in the locality, and by adapting the buddle to panning purposes, to work up the large quantity of wash dirt (about 1200 tons) now upon the ground. Every advantage has been taken of Mr. Bowden's experience to make such alterations as were found to be necessary to carry out these operations, and Mr. Comer will thus be afforded the means of pumping, sawing, stamping, washing, and amalgamating separately, by the small engine, as he may find it necessary to apply its power. Mr. Spence intended to leave Sandhurst immediately, to proceed to Sydney by way of the Owens."

The Port Phillip and Colonial Gold Mining Company have advices from the resident director at Melbourne to June 8. There had been a slight interruption to the process of washing the ore at Gage's section, owing to the breakage of a wooden pump. The mining superintendent's reports are satisfactory, particularly at the upper levels. The washing staff of the mine seems abundant, and the gold counter, and in larger proportion to the tin ore; but as at the date of his last advice he had not bottomed the paddock, the exact value of the ground could not be ascertained. About 10 cwt. of tin ore had been collected, and the board expects to learn by the next advices the proportion of gold which it contains. In the meantime, the sample thereof which had been assayed yielded at the rate of 90 ozs. per ton, but more full information is necessary to ascertain the exact value of what has been produced, and is being produced. The mining superintendent hoped to get his quantity up to a ton of ore per week.

MINING IN CANADA.—Some valuable lodes of copper have been discovered by the Canada Mining Company, on the borders of Echo Lake; the location is situated on the south side, and extends for five miles along the lake. Fox Creek, a branch of Echo River, runs through the location, and there is abundance of water power for all purposes. Mr. J. D. Whitney, of New York, has examined the location, and states the northern portion is occupied by a high range of trappean rock, which rises from the lake to the height of from 400 to 500 ft., and faces the south with a precipitous front. The country is well wooded, maple, birch, spruce, and cedar being very abundant; there is also found, but in smaller quantities, oak, ash, and elm. The rock is of a horrible kind, in some places passing into slates, and some of which is similar in character to that in which the Bruce Mines lay. A heavy band of limestone crosses Echo Lake, and occupies a part of the northern side of the location; it is overlaid by a siliceous conglomerate and trap, which rises in bold cliffs on the north side of the lake. There are on the property nine veins. The first has been opened for about 100 ft.; the lode varies from 1 ft. to 20 in. in width, and is composed of iron pyrites, interperched with copper ore. The richest vein appears to be No. 3, which has already produced a fair quantity of copper ore; the matrix is quartz, and the lode is from 3 to 4 ft. in width. Lode No. 2 was worked in the year 1847; a shaft has been sunk there to the depth of 60 ft., and the lode is at surface about 30 ft. of copper; and, according to all received accounts, at the time it was abandoned the ores had improved in quality, and the Echo location, if judiciously managed, will prove to be a valuable property. In the Ottawa district, there is found magnetic oxide of iron, oxydulous and octahedral iron; bog iron ore also exists in large quantities. According to the report of Mr. Logan, who was the Canadian Commissioner to the Great Exhibition, the supply of iron is illimitable. Plumbago has been discovered at the iron mine in Hull, and is a tolerably pure state at Devil's Lake, near Newburgh, where it is now at work. Although lead ore has been found in various parts of Canada, it has not been extensively worked. In several localities where it is said to exist the secret is kept by the Indians, who look upon it with so much superstition, that nothing can bribe them to divulge it, they being under an impression that when the white man discovers it their race is to be swept away. Marbles are likewise found, as well as varieties of limestone and stellite, together with several clays, which are not only fire-proof, but likewise applicable for all purposes of pottery. There is no question but that the mineral resources of Canada have never been adequately developed. Hitherto it has been considered that the principal wealth of that flourishing colony mainly consisted in its forests, and when these have been cleared settlers have devoted their attention to agricultural pursuits. Within the last few years considerable attention has been drawn to the mineral wealth which Canada possesses, and a spirit of mining enterprise has been fostered, which, if duly encouraged, cannot but tend to beneficial results. The British capitalist who embarks his money in foreign countries, where the laws are insecure, and liable to change at every political revolution, would find, in all probability, a better field for investment in a dependency of the British Government, where property is so easily acquired and effectually guaranteed as it is in Canada.

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128	East Pool (tin, copper), Pool, Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	East Wheel Margaret (tin, copper)	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1200	Kyan Mining Company, Derbyshire	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
494	Powder Consols (copper), Tywardreath	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
3240	Redale, Isle of Man	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
820	Redale, Isle of Man	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
4448	General Mining Co. for Ireland (copper, lead)	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
3000	Goginan (lead), Cardiganshire, Wales	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Gonamena (copper), St. Cleer	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
30000	Great Crinias (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
18790	Great Polgooth (tin), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
30000	Great South Tolgus (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
30000	Great South Tolgus (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
119	Great Work (tin), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Harrodsfoot (lead), near Liskeard	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	Hingston Down Consols (copper), Calstock	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1000	Holmhead (lead, copper), Callington	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
3000	Holyford (copper), near Tipperary	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
70	Jamaica (lead), Mold, Flintshire	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
2048	Kennedy (copper), Breage	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
786	Kirkcubright (lead), Kirkcubright	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
20000	Lackanore (copper), Tipperary, Ireland	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
20	Laxey Mining Company, Isle of Man	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
5000	Lewis (tin, copper), St. Erth	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
100	Levant (copper), tin, St. Just	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
400	Lisburne (lead), Cardiganshire, Wales	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
320	Machno (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
100	Machno (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	Marble Valley (copper), Canada	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
5000	Meridol (lead), Flint	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
20000	Mining Co. of Ireland (copper, lead, coal)	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
5000	Nantes and Penrhyn	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
7500	Nantlle Vale (lead), Llanfyllin	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
470	Newtowns Mining Company, Co. Down	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
200	North Pool (copper), tin, Pool	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
140	North Roskear (copper), Camborne	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	North Wheel Bassett (copper), tin, Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	Par Consols (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
120	Peak United (lead), North Derbyshire	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1160	Perran (copper), tin, Perranarabuthoe	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
300	Phonix (copper), tin, Llanfyllin	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1000	Pulbrook (tin), St. Agnes (Preferential)	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
500	Providence Mines (tin), Uny Lelant	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	Rosewarne United (copper), tin, Gwynnapp	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1200	South Caradon (copper), St. Cleer	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1000	South Crinias (copper), St. Austell	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1200	South Tamar (silver-lead), Beerferris	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	South Tolgus (copper), Redruth, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
248	South Wheel Frances (copper), Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Spean Consols (tin), St. Just, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
280	Spean Moor (copper), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	St. Aubyn and Grylls (copper), tin, Breage	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
94	St. Ives Consols (copper), tin, St. Ives	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1000	Stray Park and Camborne Vein (copper)	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
9000	Tamar Consols (silver-lead), Berraton	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	Tincroft (copper), tin, near Pool, Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
2048	Trevelan (silver-lead), Menheniot	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
572	Trevelan Consols (tin), St. Ives	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
96	Trevelan (copper), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
120	Trevelan (copper), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
10000	Trevelan (copper), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
120	Trevelan (copper), Gwynnapp, Cornwall	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
400	United Mines (copper), Gwynnapp	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Wellington (copper), tin, Perranarabuthoe	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
10000	Welsh Potol (silver-lead), Talybont, Card.	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
2500	Welsh Potol (silver-lead), Talybont, Card.	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	West Bassett (copper), Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	West Caradon (copper), Liskeard	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	West Daniel (copper), Gwynnapp	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	West Providence (copper), tin, St. Erth	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
200	West Wheel Seton (copper), Camborne	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
228	Wheel Arthur (copper), Calstock	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
240	Wheel Bal (tin), St. Just	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	Wheel Bassett (copper), Illogan	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	Wheel Buller (copper), Redruth	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Wheel Charlotte (copper), Perranarabuthoe	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
250	Wheel Charlotte (copper), Perranarabuthoe	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
5700	Wheel Exmouth and Adams United	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
128	Wheel Friendship (copper), Devon	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
6000	Wheel James (iron, copper), Roche	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
512	Wheel Jane (silver-lead), Koa	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
400	Wheel Lovell (tin), Wendron	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
112	Wheel Margaret (tin), Uny Lelant	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
512	Wheel Mary Ann (lead), Menheniot	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
80	Wheel Owen (copper), tin, St. Just	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
240	Wheel Reeth (tin), Uny Lelant	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
198	Wheel Seton (tin, copper), Camborne	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
150	Wheel Trelawny (silver-lead), Liskeard	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
1024	Wheel Tremayne (tin, copper), Gwynnapp	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
4000	Wheel Wrey (lead), St. Ives	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
5000	Wicklow (copper), Wicklow	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.
10000	Wrygan (copper), Ffestiniog	11s. 10d.	13 1/2	13 1/2	13 1/2	4-8-Aug., 1855.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	2 1/2	2 1/2	2 1/2	0 15-0-Nov., 1855.
73000	Baden, Grand Duchy of	1	3	3	3	0 10-0-Dec., 1855.
10000	Brasilia Imperial (gold), Brazil	26	3	3	3	0 10-0-Dec., 1855.
2464	Burra Burra (copper), South Australia	3	150	150	150	0 10-0-Dec., 1855.
10000	Cobre Copper Company (copper), Cuba	40	63	63	63	0 10-0-Dec., 1855.
100000	Colonial Gold, Australia	16	30	30	30	0 10-0-Dec., 1855.
10000	Copiapu Mining Company (copper), Chile	16	30	30	30	0 10-0-Dec., 1855.
20000	General Min. Assoc. (iron, coal), Nova Scotia	30	17	17	17	0 10-0-Dec., 1855.
10000	Linares (lead), Pozo Ancho, Spain	3	8 1/2	8 1/2	8 1/2	0 10-0-Dec., 1855.
103815	Mariquita and New Granada	1	1	1	1	0 10-0-Dec., 1855.
3000	Oberhofen (lead), Nassau	1	15	15	15	0 10-0-Dec., 1855.
10000	Pontgibaud (silver-lead), France	30	15	15	15	0 10-0-Dec., 1855.
7000	Royal Santiago (copper), Cuba	19 1/2	5 1/2	5 1/2	5 1/2	0 10-0-Dec., 1855.
100000	San Fernando (silver-lead), Linares	15	29	29	29	0 10-0-Dec., 1855.
11000	St. John del Rey (gold), Brazil	15	29	29	29	0 10-0-Dec., 1855.
43174	United Mexican (silver), Mexico	28 1/2	3 1/2	3 1/2	3 1/2	0 10-0-Dec., 1855.
70000	Waller (gold), Goodland Co., Virginia	1	1	1	1	0 10-0-Dec., 1855.
30000	Mexican and South American Smelting Co.	9	6 1/2	6 1/2	6 1/2	0 10-0-Dec., 1855.
180670	North British Australasian	1	1	1	1	0 10-0-Dec., 1855.

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
75000	Adelaide Land and Gold Comp.	2	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
3000	Altman (silver-lead), Spain	2	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
50000	Chancellorville Freehold	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
5450	Cologne Mining Company	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
15000	Gladsbach (fine) Rhenish Pruss.	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
2000	Merian (silver-lead), Spain	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
2000	Keweenaw (copper)	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
2000	Keweenaw Point (copper)	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
3000	Kinzigthal Min. Ass., Germany	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
23000	Lotheis, Rhenish Prussia	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
17000	Metalife (copper), Jamaica	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
25000	Pennsular Mining Company	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
2500	Port Royal (silver-lead), Jamaica	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
2000	Tergrove (cop.), Austria	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
75000	Widberg (sil.-lead, copper)	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.
100000	Worthing (cop.), Adelaide	1	1 1/2	1 1/2	1 1/2	0 10-0-Dec., 1855.